

# The Stone Arch Bridge Continued

*A Plan for Sixth Avenue*  
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No. 817 - Stone Arch Bridge, Milw. Wis., S. Anthony Falls.



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*The Stone Arch Bridge Continued • A Plan for Sixth Avenue*

## Executive Summary

This is a practical plan for a highly visible and critical junction on the Mississippi River: the Stone Arch Bridge and Sixth Avenue SE. This plan fits very well with previous projects and planning efforts along the Mississippi River as it passes through Minneapolis. Specifically, *The Stone Arch Bridge Continued* addresses key elements of the Marcy-Holmes NRP Action Plan:

- **Create a Gateway that connects the residential area of Marcy-Holmes with the Stone Arch Bridge and the Mississippi River.**

This will increase neighborhood linkage with the east bank of the Mississippi riverfront, and improve the neighborhood's recreational, educational, and community opportunities, and help develop a pedestrian/bike route from the east terminus of the Stone Arch Bridge into the Marcy Holmes neighborhood, other neighborhoods, Dinkytown, and the University.

- **Review traffic and promote bike travel.** This will reduce pollution in the neighborhood, and will assist in the design of a safe, fast, and pleasant transportation network for pedestrians and cyclists. Develop and improve bicycle and pedestrian routes, and consider traffic calming devices.

- **Make visible improvements to Sixth Avenue SE, Father Hennepin Bluffs Park, and the surrounding area.** To assist in this, produce and install signs, murals, and kiosks to enhance the neighborhood's ambiance and sense of community. Diminish noise in neighborhood with tree planting, and install "code blue" lights to make a safer neighborhood.

Over \$155,000 in Neighborhood Revitalization Program funds from the Marcy-Holmes NRP Action Plan have been allocated as a sign of the neighborhood's commitment to this effort. A summary of proposed actions for each area is listed below:

*Create a Gateway* - Install neighborhood welcome signs; install banners along Sixth Avenue; erect a monumental gateway at Main and Sixth Avenue; landscape boulevards north of Main;

remove parking from west side of Sixth; post stop-signs on Second Street at Sixth Avenue and add a stop-light at University and Sixth.

*Promote Bicycle Travel* - Repave Sixth Avenue and Main Street; apply colored seal coat to bike lane; repair rail road crossings; repave and rubberize the rail crossing; potentially convert segments of Sixth to one-ways; create bike lanes from Main to Ninth Street; adjust bike trail terminus alignment; extend bike system north and east; install bikeway map.

*Make Visible Improvements* - Add parking to Hennepin Bluffs Park; provide parking permits to nearby businesses; post clearer signs in the area; install restrooms in the park; install pedestrian streetscaping; landscape Sixth Avenue south of Main; extend bridge lighting to Sixth Avenue, and install "Code Blue" lights in the park, and create a buffer by acquiring lots east of Sixth Avenue.

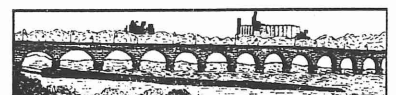
In order for this effort to be successful, the following factors must be in place:

- Public partnerships with the commitment of monetary and staff resources must be made by departments and agencies in the area, including: Minneapolis Planning and Public Works departments; MCDA, Minneapolis Park Board, St. Anthony Falls Heritage Board; and the University of Minnesota.

- A public-private partnership must be developed with companies including Pillsbury, ADM, Metal-Matic, and others along Sixth Avenue. A healthy and viable business climate is necessary.

- All of the above must work in concert to establish the Stone Arch Bridge as a benefit not only to the Marcy-Holmes neighborhood but also to the community that is Minneapolis itself.

**Now is the time to act;** the longer it takes to make the necessary decisions and marshal the necessary resources, the less can be accomplished. Commitment to the plan's framework will ensure its success before the year 2000.



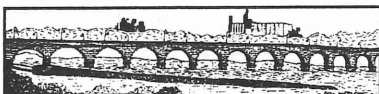
## Preface

A great bridge needs a proper gateway. The Golden Gate Bridge does not enter San Francisco through an industrial park, nor does the Charles Bridge in Prague begin in a pot-holed rail yard. The Stone Arch Bridge in Minneapolis is a great bridge, a historic landmark to be proud of, a recreational amenity, and an important link in the regional bike system; yet its east bank terminus, Sixth Avenue, is an unattractive, pedestrian-hostile gateway to Southeast Minneapolis.

The purpose of this plan is to offer recommendations aimed at creating an attractive, safe, and inviting gateway between the Stone Arch Bridge and Marcy-Holmes neighborhood. Marcy-Holmes is committed to improving this connection to the riverfront. The neighborhood has dedicated a significant portion of its Neighborhood Revitalization Program (NRP) resources to plan and fund this effort, and hopes to form partnerships with other stakeholders, and leverage further funding. Through these partnerships, Sixth Avenue can become a better connection to the Stone Arch Bridge, a better "window" to the riverfront, and an amenity for the entire city.

To help realize this vision, the Marcy-Holmes NRP Stone Arch Bridge/Sixth Avenue Gateway Committee commissioned this study. The study was co-sponsored by the Neighborhood Planning for Community Revitalization (NPCR) at the Center for Urban and Regional Affairs (CURA).

Many individuals and groups contributed to this plan. The St. Anthony Falls Heritage Board (a partnership including the City of Minneapolis, the Minneapolis Park Board, Hennepin County, the Minneapolis Heritage Preservation Commission, the State Historic Preservation Office and state legislators) and the Minnesota Historical Society funded and worked collaboratively with Marcy-Holmes Neighborhood Association to obtain a detailed survey of Stone Arch Bridge users. Numerous Minneapolis city staff helped Marcy-Holmes obtain information. Council Member Joan Campbell was supportive throughout, and instrumental in involving the necessary stakeholders. Within Marcy-Holmes, Tom Lincoln, Cordelia Pierson, and Tod Elkins devoted immense time and effort to this gateway concept. Marcy-Holmes NRP Coordinator Victor Raymond provided guidance, and will be a key participant in the implementation of this plan.



*The Stone Arch Bridge Continued • A Plan for Sixth Avenue*

# Introduction

## Minneapolis

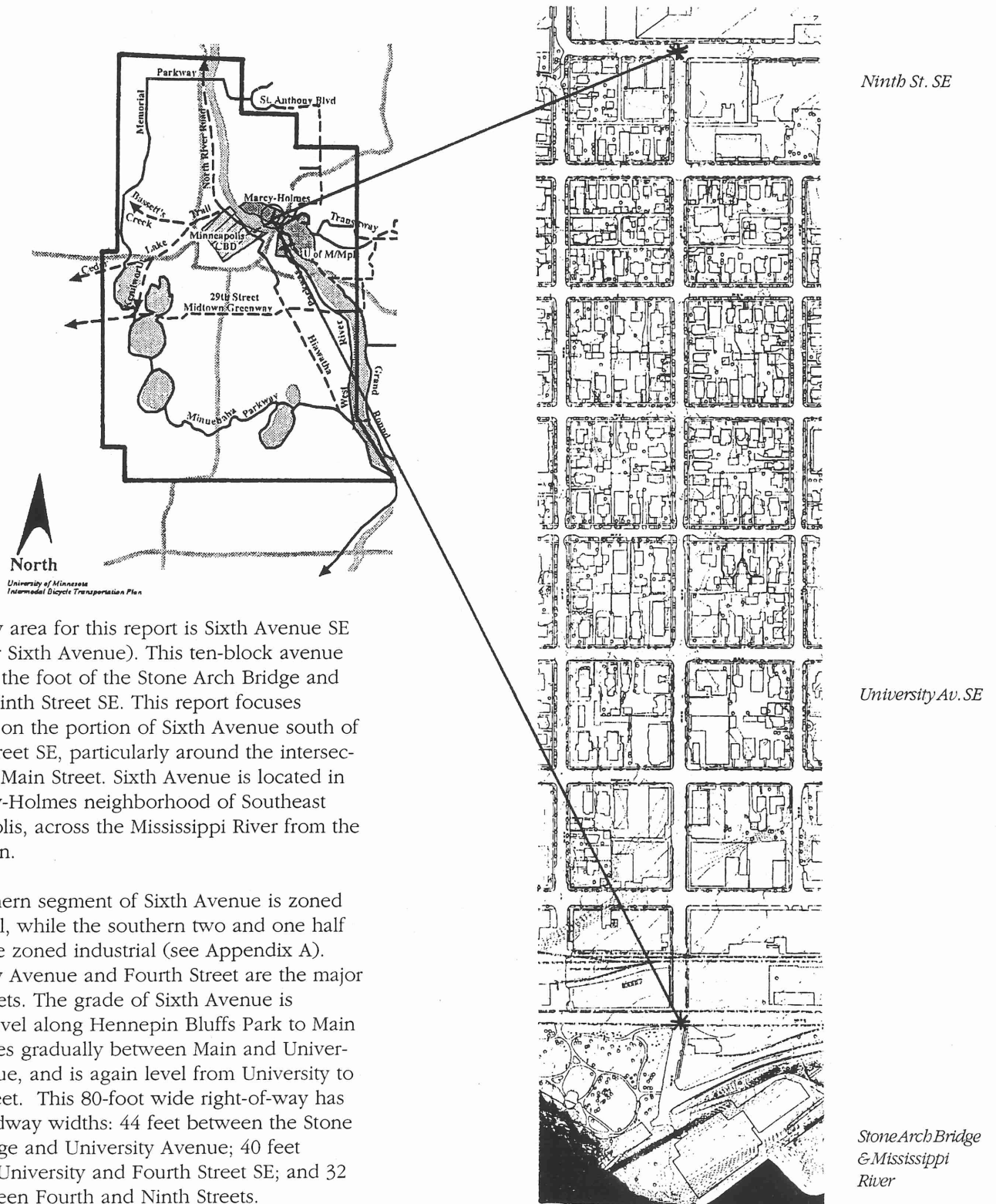
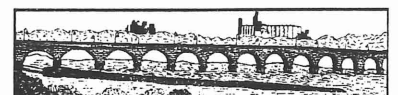


Figure 1. Sixth Avenue SE in the Marcy-Holmes neighborhood



## Why Create a Gateway?

Why does Minneapolis need a Sixth Avenue Gateway? Isn't it already possible to walk, ride, or drive on this road? Don't some people already use this corridor to travel to and from the Stone Arch Bridge? Doesn't this route already have several signs indicating it is a bike route? If these are the criteria we use to evaluate our public places, then perhaps Sixth Avenue, in its present condition, is adequate. Marcy-Holmes, however, believes we can and should do better.

This corridor has the potential to be an amenity, rather than simply a stretch of blocks to pass through. It can be an avenue people choose to visit, rather than a route they must traverse in order to reach the Stone Arch Bridge. It can be a stroll or ride past trees and grass on a smooth surface rather than a journey past paved-over boulevards on rough pavement. It can enhance the quality of life in Marcy-Holmes, and thus, neighborhood stability.

Many people already walk, ride, and drive on Sixth Avenue. A survey conducted from August 1Sixth to 20th by the St. Anthony Falls Heritage Board and the Marcy-Holmes neighborhood counted 7,950 users over four days. Roughly 30 percent of these walkers, runners, cyclists, and rollerbladers use Sixth Avenue to reach or exit the Stone Arch Bridge. An August 1995 city vehicular traffic count found that 1,050 vehicles use Sixth Avenue between the Stone Arch Bridge and Main, suggesting an increase in vehicular use from the 600 trips counted between Main and Second Street SE before the bridge's opening in 1994.

With an improved Sixth Avenue, more people will commute by foot and bike to and from work and school, more people will run or ride around their "new lake", and more people will discover the historic attractions available within the St. Anthony Falls Historic District. Better connections enhance Southeast Minneapolis's sense of ownership of the river. As the riverfront becomes part of the neighborhood, neighborhood residents will visit it more often.

The City of Minneapolis has consistently stressed the need to focus on riverfront development over the past three decades. Along with economic development plans and activity in Southeast Minneapolis, anything done to revitalize the Stone Arch Bridge and the Sixth Avenue connection into the community will be complementary to this goal. A more active riverfront can only help riverfront commercial areas like St. Anthony Main and Riverplace, Central and University Avenues and emerging commercial nodes along Sixth Avenue.

Sixth Avenue can be an important link in improvement to the city and regional bike trail system. Cyclists from Cedar Lake and beyond can travel almost non-stop along the Cedar Lake Trail, through downtown, across the Stone Arch Bridge, into Southeast Minneapolis. From the eastern terminus of the Stone Arch Bridge cyclists travel northwest along the river, northeast up Sixth Avenue, and southeast along the proposed University Transitway and East River Road extensions. Cyclists can tour Historic Fifth Street SE or continue on to Northeast Minneapolis through the Beltrami and St. Anthony neighborhoods, or into St. Paul via the Southeast Como neighborhood.

Finally, as mentioned in the introduction, a great bridge should have a proper gateway. The Sixth Avenue Gateway can complement the beauty of the Stone Arch Bridge and historic riverfront. It can continue the beauty of the Stone Arch Bridge into Southeast Minneapolis.



*The Stone Arch Bridge Continued • A Plan for Sixth Avenue*

## Historical Significance

Historical overviews preface most studies of the St. Anthony Falls Riverfront, and with good reason. The St. Anthony area is the birthplace of Minneapolis. As *Saint Anthony Falls Rediscovered* notes, "The first markets, the first factories, the first parks, the first rail yards, the first hotels, the first offices, as well as the first houses were all located here." The *St. Anthony Falls Interpretive Plan* states, "The area around St. Anthony Falls is possibly the most important historic district in the state of Minnesota."

Father Hennepin was the first European to discover and name the falls in 1680, but permanent European settlement did not occur until 1837, when a treaty allowed development on the east bank. Settlement gravitated to this natural power source, the largest in mid-America. Franklin Steele was the first to stake claims in 1837 and naturally chose the land adjacent to the falls. Steele constructed sawmills, subdivided the land, and founded the settlement of St. Anthony. John Stevens staked his claims on the west bank in 1849, initiating the rapid development of Minneapolis. While St. Anthony pre-dated the "City of Falling Waters," Minneapolis soon eclipsed St. Anthony. By 1872, St. Anthony voted to relinquish municipal authority and merge with its younger rival.

Sawmills were the first industry to arrive at the central riverfront. These sawmills transformed Minnesota's forests into billions of feet of lumber. For a brief period, Minneapolis was the leading lumber producer in the world, though production levels faded as Minnesota's pine forests dwindled.

Even before the lumber industry began declining, flour milling became the dominant riverfront use. Flour was being shipped east as early as 1858, and by 1880, Minneapolis was the largest flour-producing city in America. The Pillsbury "A" Mill and the Washburn "A" Mill were renowned in the 1880's as the most technologically advanced flour mills, allowing Pillsbury and General Mills to produce the two most popular flours in the nation.

The glory days of central riverfront milling began to fade in the 1930s, and not coincidentally, so did the riverfront. A slow decline set in and lasted until the 1970s, when the city began rediscovering this treasure.

### *Sixth Avenue Historic Architecture*

One benefit of this gradual abandonment is that many historical structures escaped the wrecking ball. With development moving away from the river for most of this century, much of the area's architectural heritage was preserved. The St. Anthony Falls and Fifth Street Historic Districts were created in 1971 and 1976 respectively to identify and preserve the area's history and its historic structures. The area around Sixth Avenue shares in this historic architecture with the Van Cleve House, Lenhart House, Elmroe Apartments, Ashmore Apartments, Salvage Corps Station, Shepard Manufacturing Co, Pillsbury "A" Mill, Southeast Steam Plant, and the Stone Arch Bridge (see figure 2, next page).

- Sixth Avenue SE runs through the heart of the Fifth Street Historic District. The northeast corner of this intersection is occupied by the Van Cleve residence. Horatio and Charlotte Van Cleve were important figures in early Minneapolis history. This striking yellow home was built in 1858 and is an example of Greek Revival architecture with Italianate features.
- Across Fifth Street from Van Cleve is the Lenhart house, built in 1916. This structure is an example of Georgian Revival.
- Across Sixth Avenue from Lenhart sit the Elmroe Apartments. This structure was built in 1920 in a Moorish or Spanish Revival style.
- The Ashmore Apartments, located on the southwest corner of Sixth Avenue and Fourth St., are not on any lists or in any districts, but they are a good example of the Renaissance Palace architectural style. This elegant structure was built in 1895.
- The Salvage Corps. Station No. 2 has seen many uses since its construction in 1905. Beginning as a fire station, it was a YMCA, a factory, and until recently, the Blue Ribbon Foods Building. The building is now being considered for conversion into a coffee house or corner grocery. Sitting on the corner of University and Sixth Avenue, this rectangular two-story brick structure's facade is reminiscent of the Italianate style.

*The Stone Arch Bridge Continued • A Plan for Sixth Avenue*

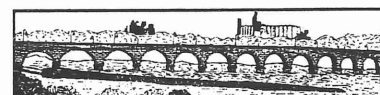
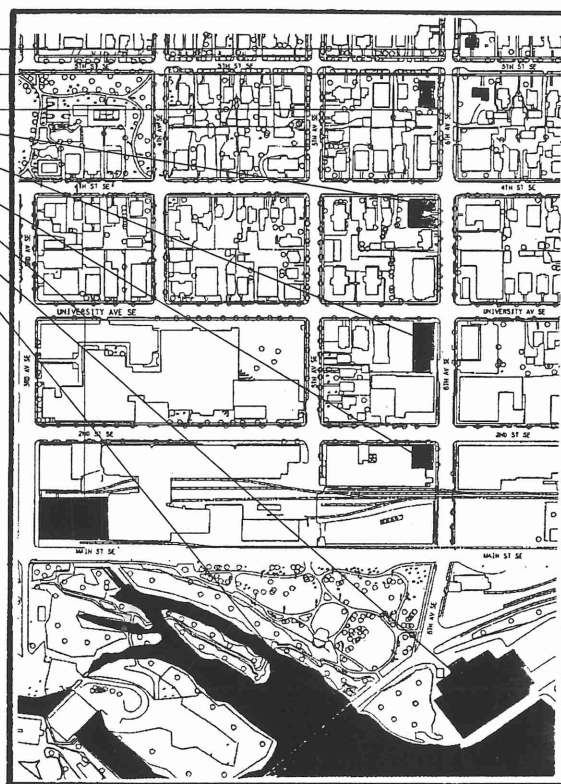




Figure 2: Historic Structures along Sixth Avenue

- Van Cleve House (1)
- Lenhart House (2)
- Elmrow Apartments (3)
- Ashmore Apartments (4)
- Salvage Corps Station (5)
- Shepard Manufacturing Co (6)
- Pillsbury "A" Mill (7)
- Southeast Steam Plant (8)
- and the Stone Arch Bridge (9)



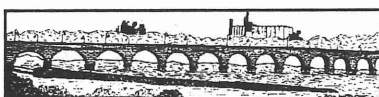
- The Shepard Manufacturing Building, currently occupied by the W.D. Forbes business, was built in 1884. This structure is located at the corner of Second Street and Sixth Avenue and is identified by *St. Anthony Falls Rediscovered* as possessing historical or architectural significance.

- Though not on Sixth Avenue, the Pillsbury "A" Mill complex dominates the "Lowertown" end of Main Street. This six-story, platteville limestone building was built in 1881 by L.S. Buffington and W.F. Gunn. When completed in 1881, this mill employed the most technologically advanced milling equipment in America. This complex is the last of the riverfront mills to still mill flour. The Pillsbury "A" Mill is listed on the National Register of Historic Places. The *St. Anthony Falls Interpretive Plan* envisions a flour milling interpretive exhibit here as part of a post-1998 Phase III addition to the Heritage Trail.

- The University's Southeast Steam Plant, located just to the south and east of the Stone Arch Bridge, was completed in 1903. The plant is on the National Register of Historic Places, and is in use at this time (plans for the future use of the plant have created a controversy between the community and the University of Minnesota, however). Though this plant is located just outside the St. Anthony Falls Historic District, it has been discussed as a potential interpretive viewing area on the St. Anthony Falls Heritage Trail.

- The recently restored Stone Arch Bridge was built in 1883 by railroad baron James J. Hill

to extend his Great Northern Railway to Minneapolis. At the time of its construction, it was only the second bridge on the Mississippi able to carry trains, and remains today the second oldest bridge spanning the Mississippi. Mr. Hill not only built but also had a hand in designing the bridge. He insisted that the limestone bridge be built on a curve, an idea that may have earned the bridge the nickname "Jim's Folly." (There may be another explanation, however, since the curve was necessary to bring trains into the Union Depot that was built very near the river) His plan worked, and the 23 Roman aqueduct-like arches have graced the river since. In October of 1994, this great bridge was reopened to the public after 16 years of after rail traffic ceased. "Jim's Folly" has again proven to be a success drawing hundreds of walkers, cyclists, runners, and roller-bladers everyday. The opening of this bridge has awakened interest in this portion of the central riverfront, and is in fact, the impetus behind the Marcy-Holmes effort to improve Sixth Avenue.



The Stone Arch Bridge Continued • A Plan for Sixth Avenue



## Literature Review

Minneapolis began a rediscovery of its central riverfront in the early 1970s. This rediscovery is well documented in a flurry of 1970s vintage riverfront studies, and in the development that grew out of those studies. Two commonly cited explanations for returning to the riverfront include the gradual abandonment of this area by industrial uses and improved water quality. Historical preservation, urban renewal, gentrification, more leisure time/recreation demand, and aesthetic benefits were other reasons cited.

The Sixth Avenue connection is mentioned several times in these studies, and when not mentioned directly, could be inferred by the emphasis all studies place on access and connections. The Sixth Avenue connection is one of the few components of these early plans not yet implemented. The following are paragraph summaries of some of the major studies:

- The Minneapolis Planning Department prepared a visionary study in 1972 entitled *Mississippi/Minneapolis - A Plan and Program for Riverfront Development*. This illustrated book envisions a riverfront comprised of mixed-use commercial/residential, open greenspace, and recreational/cultural amenities. While some of the ideas proposed in this plan never came to pass, many are now reality, will be reality, or at least remain part of the vision. Long-term land-use plans for the Sixth Avenue area include residential, greenspace, and trails. A flurry of studies in the 1970's followed *Mississippi/Minneapolis*. These later studies elaborated on the Planning Department vision, providing more specific recommendations.
- In 1974, the Citizens League produced a report entitled *A River to Use and Enjoy*. This general study discussed the entire Mississippi from Anoka to Hastings. The report stressed environmental factors, and the importance of managing these at the regional level.
- In 1975 the Minneapolis Park & Recreation Board submitted a report to its Commissioners about redeveloping the Mississippi River in Minneapolis. Recommendations for the St. Anthony Falls section include better access, a public park on Nicollet Island, historical tourist attractions throughout, and a Stone Arch Bridge devoted to pedestrians, bikes, and trams. The authors urged the Park Board to take a leading role in this process. The report stressed the importance of public paths along the entire length of both sides of the river, including through the industrial northern stretch.
- One year later the Minneapolis '76 Commission created a report, entitled *The Riverfront Development Program*, focusing on the central riverfront from Plymouth Avenue to 35W. This study echoed the recommendations of the Park Board, and provided more detailed plans for each of the sub areas (Nicollet Island, Main Street, etc.). Virtually all site-specific, short-term recommendations were eventually developed, with the exception of a performing arts center at the power plant near Main and Third Avenue. A map in this plan identifies Sixth Avenue as a greenway into the neighborhood.
- Later in 1976, the Southeast Riverfront Action Committee created a plan, entitled *The Southeast Minneapolis Riverfront Plan*, specifically addressing the river as it affects Southeast Minneapolis. This organization emphasized the importance of trails, walkways, and bikeways, particularly those connecting the East River Road to Main Street. This report did not, however, discuss the Stone Arch Bridge or Sixth Avenue.
- In 1977 a private consulting firm, Sasaki Associates, produced a *Central Riverfront Open Space Master Plan Report* for the Riverfront Development Coordination Board. This report referred to river connections as "windows to the river," and listed Sixth Avenue as one of these windows. This study also classified the Main Street-Sixth Avenue intersection as an activity node. The report mentions the mixture of park and industrial uses on Main Street as a source of potential problems. The report recommended extending Main Street pavement upgrading all the way to Sixth Avenue in the first phase.
- The architectural heritage of the St. Anthony Falls Historic District is described in a book published in 1980 - *St. Anthony Falls Rediscovered*. This illustrated guidebook describes historic architecture, building by building. This photo-filled guide is a condensed version of a



1979 study produced by MacDonald and Mack.

- In 1989 the Planning Department put together another report, *The Minneapolis-Mississippi River Corridor Critical Area Plan*. This report was filled with "should do's", most of which echoed earlier studies. In regards to Sixth Avenue the report recommended developing greenway windows to the river in order to visually and physically connect neighborhoods with points of interest. These windows were to utilize existing public right-of-ways.

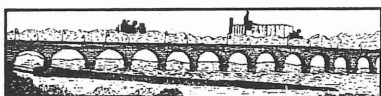
- The St. Anthony Falls Heritage Board was created by Minnesota Statute in 1988 to develop a *St. Anthony Falls Interpretive Plan* which was completed in 1990. This plan provides a thorough background and description of the Heritage Zone (Plymouth Avenue Bridge to 35W), and calls for development of a Heritage Trail. The Stone Arch Bridge is a key element in that trail, and its restoration in 1994 was a direct result of the combined efforts of the Heritage Board and the Minnesota Department of Transportation. It specifically outlines a plan for historical attractions in this area, including implementation schedules and funding.

- In the Fall of 1994 the Mississippi Corridor Neighborhood Coalition published a *Conceptual River Corridor Plan* for the river neighborhoods north of Nicollet Island. This report examined existing conditions on the river, reviewed prior studies, and after discussing the goals of the Coalition, provided specific recommendations. The report contains numerous maps

which illustrate the vision of this Coalition. It also provides an interesting comparison of the non-existent relationship between past plans and actual north Minneapolis implementation. This plan focuses exclusively on a study area north of Nicollet Island. Linkages via Sixth Avenue or the Stone Arch Bridge are not examined.

- Also in November of 1994 the Environmental Quality Board published the *University of Minnesota Steam Service Facilities Draft Environmental Impact Statement*. While this EIS concentrated on evaluating different power generating alternatives, Chapter 9 describes the land use, historic, visual, and socioeconomic impacts of the different alternatives. Large, color photos illustrate the visual impacts of the alternatives. Around the Sixth Avenue-Main Street area, the EIS notes conflicts between the power plant and Stone Arch Bridge users. The EIS also itemizes how this river-sited coal-burning steam plant conflicts with city, state, and federal long-range land use plans.

- In June of 1995 the Grand Rounds Citizen Parkway Committee completed a report entitled *Recommendations for the Minneapolis Grand Rounds Parkway System*. This report proposes design, route, distribution, signage, and funding recommendations to improve Minneapolis Parkways. The report identified the Sixth Avenue SE to Fillmore Street NE to 1Eighth Avenue NE as one possible route to complete the Grand Round's last missing link. The report also identifies the rail corridor between the Stone Arch Bridge and University of Minnesota as a key trail connection.



*The Stone Arch Bridge Continued • A Plan for Sixth Avenue*

# Chronology

The Sixth Avenue Gateway is but one piece of the riverfront puzzle. The St. Anthony Heritage Board, the University of Minnesota, the Minneapolis Park Board, Public Works, MCDA, and the Planning Department, as well as private developers, have all played a role in restoring the riverfront. The 1994 Steam Plant EIS estimates that the city of Minneapolis and MCDA have invested \$61 million, the Park & Recreation Board \$40 million, and private developers \$500 million in central riverfront development. The following is a chronology of existing and proposed redevelopment projects along the central riverfront:

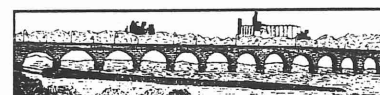
## Actual developments:

(see Page 32 for map)

- 1) Lock and Dam Exhibit 1963
- 2) Nicollet Island residential restoration  
Early 1970s -
- 3) East River Road by the University 1975
- 4) Main Street SE paving 1976
- 5) Repaving of area streets 1990
- 6) East River Road Flats 1977
- 7) Nicollet Island Inn 1978
- 8) Hennepin Bluffs Park 1979
- 9) Ard Godfrey House restoration 1979
- 10) Winslow House 1980
- 11) St. Anthony Main 1981
- 12) Riverplace 1984
- 13) Pinnacle Apartments 1986
- 14) LaRive Apartments 1986
- 15) Merriam Street Bridge 1986
- 16) Boom Island Park 1986
- 17) Nicollet Island Pavilion 1987
- 18) West River Parkway  
(downtown section) 1987
- 19) Whitney Hotel 1988
- 20) Crown Roller Mill 1988
- 21) Ceresota Building 1988
- 22) Hennepin Avenue Bridge 1990
- 23) MN Hist. Society Interpretive Program 1991
- 24) Lourdes Square Condos 1994
- 25) THE STONE ARCH BRIDGE 1994
- 26) St. Anthony Falls Heritage Trail 1996

## Proposed developments with tentative dates:

- A) SIXTH AVENUE GATEWAY 1996
- B) West River Road Connection 1996
- C) University Transitway 1998
- D) East River Road Connection 1998
- E) Rail Bridge #9 Connection 1998
- F) Federal Reserve Building 1997
- G) Cedar Lake Trail river extension 1996
- H) The Landings residential development 2000
- I) St. Anthony Falls Orientation Center
- J) Mill Ruins Park
- K) Washburn Crosby "A" Mill
- L) Whitewater Park



## Stone Arch Bridge User Survey

On August 16th, 17th, 19th, and 20th, 1995, the Marcy-Holmes Neighborhood, Minnesota Historical Society (MHS), and St. Anthony Falls Heritage Board (SAFHB) conducted a survey of Stone Arch Bridge usage. A summary of the results is provided in this Chapter, with more detailed information provided in Appendix C.

The purpose of this effort was to quantify how many people use the Stone Arch Bridge, what modes of travel they use to reach and cross the bridge, what routes they take while at the riverfront, how often they use the bridge, why they use the bridge, where they live, what they know about the history of the riverfront, and what they think about several riverfront programming issues. Marcy-Holmes is using this information to help plan the Sixth Avenue Gateway, and the MHS/SAFHB will use this information to help plan riverfront programs and exhibits. The survey results were also provided to the Park Board, MCDA, the Planning Department, and Public Works.

The survey was staffed by MHS staff, Marcy-Holmes staff, and 19 Southeast area volunteers. The survey was conducted near the middle of the bridge at a lemonade laden table. One surveyor continuously counted users, noting direction and mode of travel, while a second surveyor conducted personal interviews with a sample of users.

### *User Count*

The four day total count found 7,950 users. A day and mode breakdown is provided in figure 3. Applying the 15 Hour count to a seven-day week yields an estimate of 13,240 users per week (although such an estimate is a rough approximation at best).

The total mode distribution (see figure 4) revealed that 4,081 (52 percent) people walked, 637 (8 percent) people ran, 2,773 (35 percent) people biked, 407 (5 percent) people roller bladed, and 11 people utilized other modes of transportation (skateboards, wheelchairs). The mode of travel split between days was remarkably consistent. The primary difference was a higher percent of runners on the weekdays, and a higher percent of walkers on the weekend (see Appendix C).

A graph of total usage per hour is illustrated in figure 5. The daily graphs of traffic distribution by hour indicate distinct traffic cycles that vary between weekdays and weekends (see Appendix C).

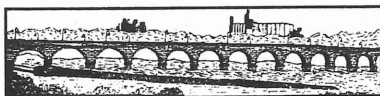
### *Interview surveys*

The interview surveys provided more detailed information about a sample of 349 Stone Arch Bridge users (the actual survey form is provided in Appendix C). A summary of notable findings follows.

- More than 30 percent of the sample used Sixth Avenue to access or exit the riverfront.
- Some modes use Sixth Avenue more than others. Forty two percent of cyclists sampled use Sixth Avenue, 31 percent of runners, 24 percent of walkers, and 6 percent of rollerbladers.
- Commuters use Sixth Avenue more than recreational users. Of commuters sampled, 46 percent noted using Sixth Avenue as part of their route, while only 23 percent of recreational users utilized Sixth Avenue.

	Wednesday	Thursday	Saturday	Sunday	Totals
<b>Walking</b>	699	504	1,635	1,254	4,092
<b>Running</b>	189	175	152	136	652
<b>Biking</b>	514	416	937	921	2,788
<b>Blading</b>	85	65	168	89	407
<b>Other</b>	1	0	8	2	11
<b>Totals</b>	<b>1,488</b>	<b>1,160</b>	<b>2,900</b>	<b>2,402</b>	<b>7,950</b>

*Figure 3*



### Stone Arch Bridge Mode Distribution: TOTAL, August 16-20, 1995

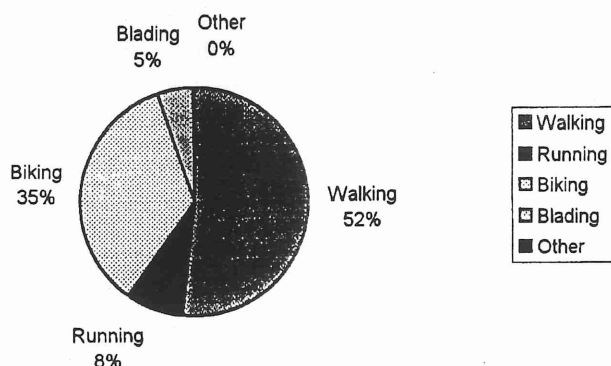


Figure 4: Stone Arch Bridge Mode Distribution

- The majority of Stone Arch Bridge users cross the bridge frequently, though the survey also found a high percentage of first time users. Daily, four times per week, and weekly users comprised 62 percent of sample respondents (29, 5, and 28 percent respectively). First time users accounted for a surprising 24 percent of users. Monthly and yearly users combined for only 14 percent.
- The survey found major differences between weekday and weekend use. Recreational users comprised 59 percent of weekday traffic, but over 84 percent of weekend users. First time visitors were more numerous on the weekends (31 percent) versus weekdays (19 percent). Visitors on the weekend were more likely to cross the bridge and return back across (51 percent) than weekday users (25 percent). The survey found that group sizes were larger on the weekend.
- Zip code tallies revealed that almost a third of users were from the 55414 code area, though a wide range of zip codes were recorded (see Appendix C). Figure 5 illustrates the percentage breakdown of the major codes. A geographic distribution of nearby metro zip codes is provided in Appendix C.

#### *Southeast Newspaper Survey*

To supplement the interview survey and gather more input from Southeast Minneapolis residents, a questionnaire was published in the Southeast

Newspaper under a news article describing Stone Arch Bridge/Sixth Avenue Gateway Committee activities. Southeast Newspaper readers returned 23 of these surveys to the Marcy-Holmes NRP office. A summary of these results is provided below.

- Of the 23 respondents, 82 percent indicated they usually use Sixth Avenue to reach the Stone Arch Bridge.
- The ratio between recreation and commuting was 57 to 42 percent.
- Respondents tended to be frequent users, with 91 percent reporting daily or weekly crossings.
- Survey respondents ranked the five listed improvements and suggested a variety of others. More landscaping, bike lanes, better pavement, fewer trucks, better lighting, and better signage were all noted five or more times.

#### *Directional observations*

To supplement the directional information obtained in the interview survey, surveyors obtained five and a half hours of directional counts. These counts, taken from the eastern foot of the bridge at various times between August 16 and September 11, 1995, noted which route various modes of travel used as they entered and exited the bridge, the choices being Hennepin Bluffs Park along Main Street or Sixth Avenue.



These observations noted that the total split between Hennepin Bluffs Park and Main Street was very close with 54 percent using Sixth Avenue and 46 percent choosing the Hennepin

Bluffs Park. Cyclists favored Sixth Avenue most strongly, with 73 percent using Sixth Avenue. Walkers were about even, while runners and rollerbladers favored the park route.

Figure 5: Modes of Use on Sixth Avenue

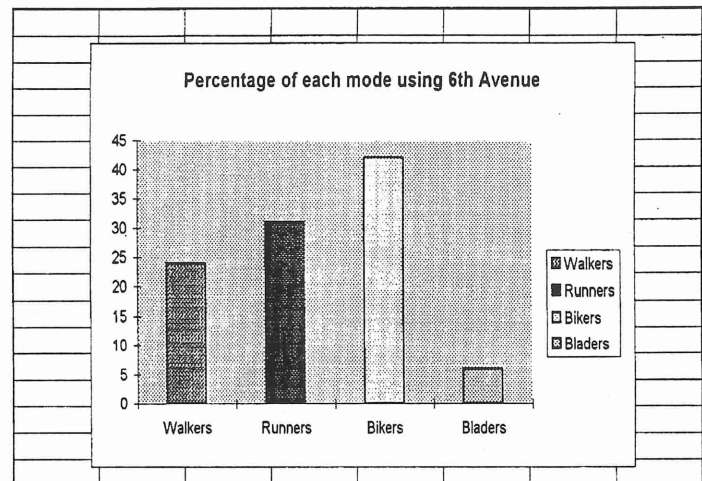
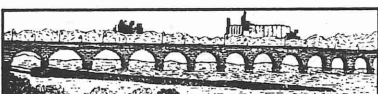
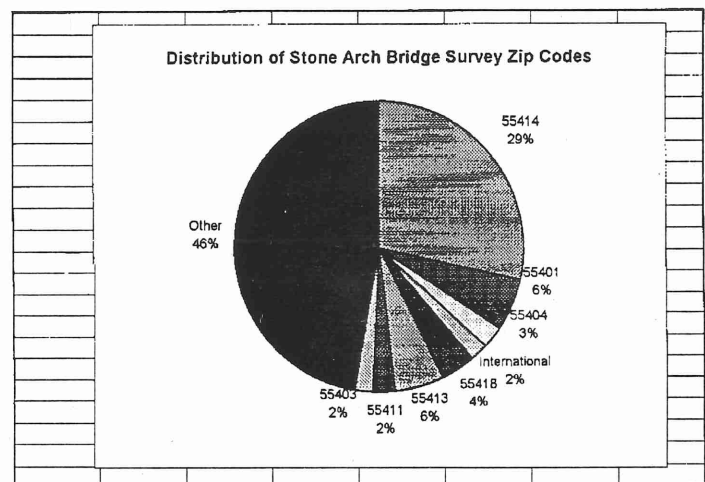


Figure 6: Distribution of Stone Arch Bridge Survey Zip Codes



## Community Involvement

### *Community Involvement and the Stone Arch Bridge-Sixth Avenue Gateway Design Charette*

Beginning with the implementation phase of the Marcy-Holmes NRP Action Plan in January 1995, it was quickly determined that there was a need to gather further input from the community. Therefore the Marcy-Holmes NRP Implementation Committee formed a committee to address several of the plan elements that involved the Stone Arch Bridge and Sixth Avenue. Working cooperatively with the already-existing Marcy-Holmes Bicycle Route Planning Committee, the Stone Arch Bridge/Sixth Avenue Gateway committee began meeting in February. With a mailing list of well over 175, and with meetings advertising in the Southeast newspaper, this committee worked to ensure a broad cross-section of interests were represented in the planning process.

The committee itself met approximately every other week, and considered various aspects of the Action Plan, consulting with various other stake-holders in the process. By mid-summer, the planning process had progressed to a point where a "design charette" was felt to be the next logical step. This was planned and advertised for early August, 1995.

Over 40 interested residents, business representatives, and city officials gathered at St. Anthony Main, August 12, 1995 to share their ideas and

visions of the Sixth Avenue Gateway. The Marcy-Holmes Stone Arch Bridge/Sixth Avenue Gateway Committee hosted the event in order to obtain citizen input and stimulate interest in this concept.

The Charette began at 9:00 A.M. at the architectural offices of Cunningham, Hamilton, and Quiter. Tod Elkins moderated the event, and presenters at the meeting included the following: Tom Lincoln (Sixth Ave. Gateway Committee Chair), Cordelia Pierson (Marcy-Holmes Bicycle Committee Chair), David Wiggins (SAFHB Staff), Trina Wicklatz Driscoll (University of Minnesota), Thora Cartlidge (University of Minnesota), John Hotvet (City of Minneapolis staff), and Laurie Lundy (City of Minneapolis staff). The bulk of the meeting was devoted to small group brainstorming. Each group used Geographic Information System (GIS) maps, photos, and other resources provided to come up with a variety of ideas and visions for this corridor. The charette concluded with presentations by each small group.

An inventory of ideas organized into eight categories is provided in Appendix D.

Many of the ideas emanating from the Charette were incorporated into the neighborhood's recommendations. Charette discussions were also helpful in revealing additional problems or challenges existing on Sixth Avenue.

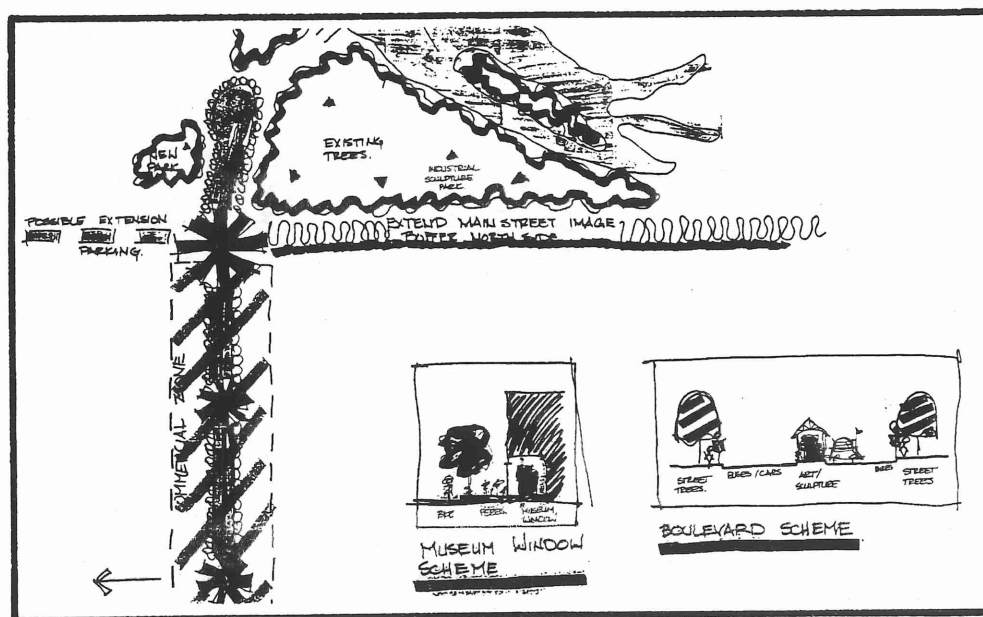
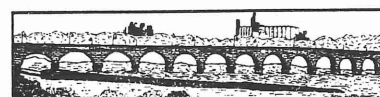


Figure 7.  
Graphic  
presentation of  
rough ideas  
developed from  
charette  
discussions





## Bike Linkages

Sixth Avenue SE is more than a connection to Marcy-Holmes; it is an important segment of the regional and Minneapolis bike route system (see figures 8 and 9). Current bike traffic volume passing through the Sixth Avenue-Stone Arch Bridge corridor is heavy and expected to increase. After completion of the proposed University Transitway, the Sixth and Main intersection will be a regional crossroads for bike routes. Cyclists will converge on this hub from multiple directions, including downtown, the Cedar Lake Trail, West River Parkway, University Transitway, East River Road, Historic Main Street, Stone Arch Bridge, and Sixth Avenue.

Marcy-Holmes was selected by the Minneapolis Public Works Department and the Neighborhood Revitalization Program as a "demonstration" neighborhood for bicycle transportation planning, within a multi-modal transportation framework. The Neighborhood's NRP Bicycle Committee is currently creating a Master Bike Plan for the neighborhood. Sixth Avenue will serve as the north-south spine of this system.

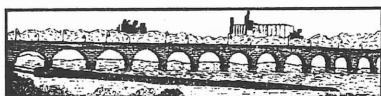
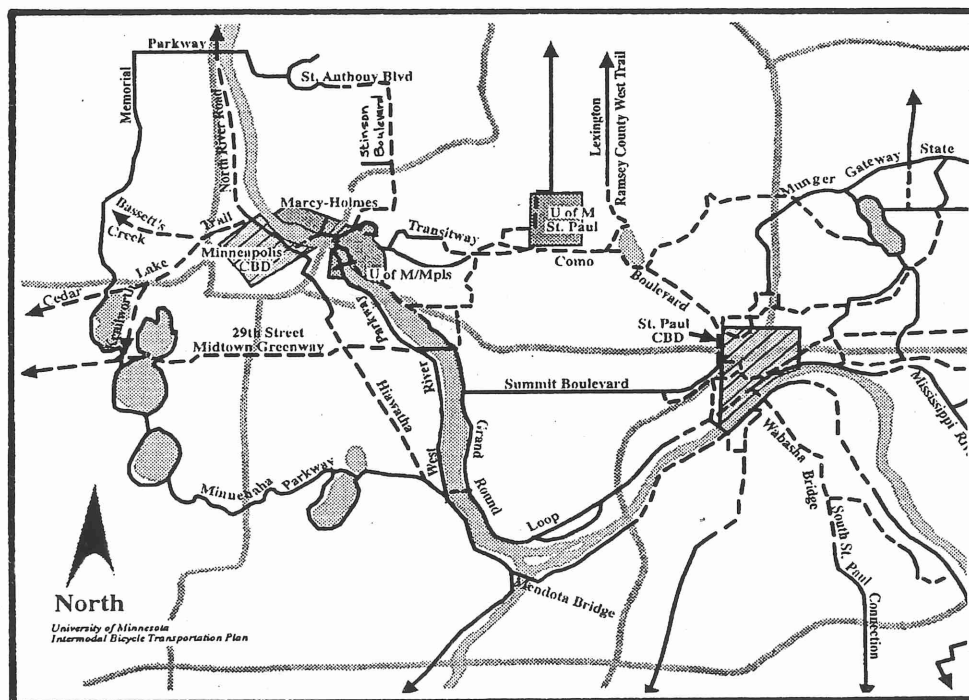
The University of Minnesota has produced an Intermodal Bicycle Transportation Plan. The goal is to increase bike usage from five to twenty

percent of total commuting trips. Marcy-Holmes has been active in this effort, helping the University conduct extensive surveys of University Avenue/15th Avenue bike traffic in October, 1994 (see Appendix B), for the redevelopment project for the bridges in Dinkytown.

A major component of this plan, the Phase III Inter-campus Transit Bicycle Path, includes continuing the University Transitway that now connects the St. Paul Campus with the Minneapolis Campus. This non-stop transitway will not end at the campus but will continue along the rail corridor, under Dinkytown, to the Stone Arch Bridge. Construction of the Dinkytown to Stone Arch Bridge segment is scheduled for 1998. The author of the University's plan, Trina Wicklatz Driscoll, likened this route to an I-94 for bikes.

The Transitway would also connect East River Road with Historic Main Street and the Stone Arch Bridge, eliminating a significant missing link in the Minneapolis bikeway system. The East River Road could reach the Dinkytown to Stone Arch Bridge segment of the transitway via a ramp extending from Pillsbury Avenue. This route could form an efficient pedestrian/bicycle hub for the University with the Transitway, Pillsbury

Figure 8.  
Regional  
Bicycle Routes



The Stone Arch Bridge Continued • A Plan for Sixth Avenue



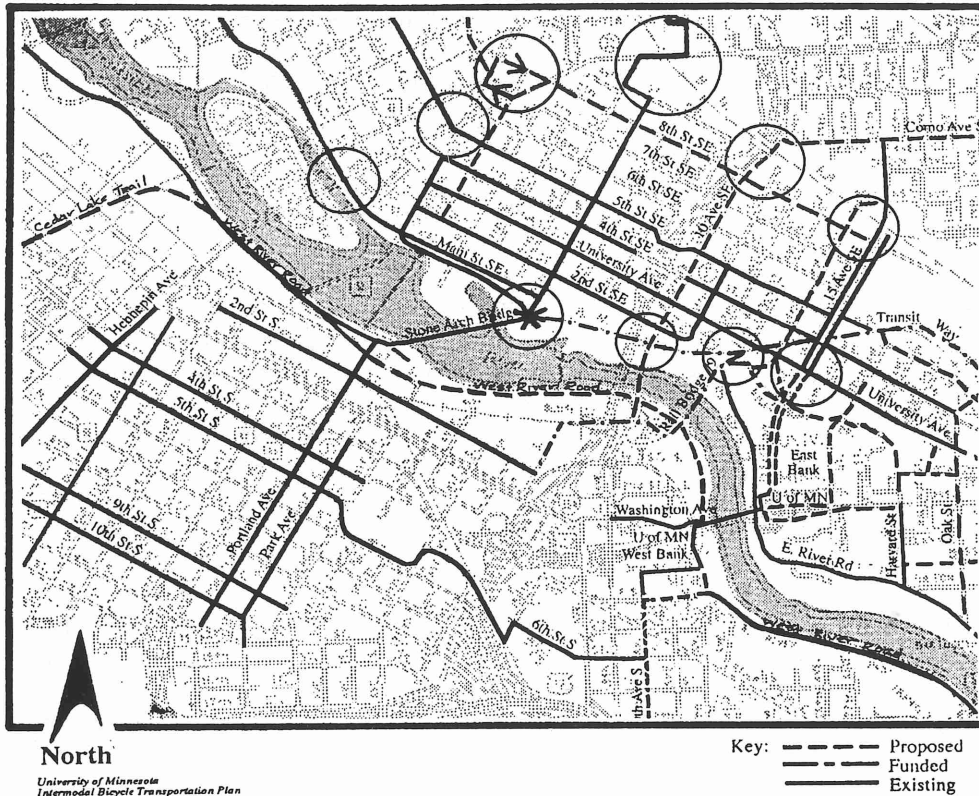


Figure 9:  
Minneapolis  
Bike Linkages  
(circles  
indicate  
linkages to  
other  
neighborhoods)

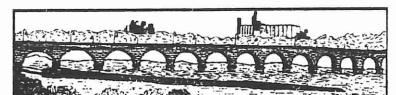
Avenue Bike Path, East River Road, and Sanford Pedestrian Bridge converging at Pillsbury Avenue.

The City of Minneapolis has proposed and approved funding for transforming the abandoned Rail Bridge #9 (crossing the Mississippi at the bend upstream of Washington Avenue) into a walking and biking bridge across the Mississippi (Minneapolis would then have three pedestrian dedicated bridges, more than any other city in America). Rail Bridge #9 would connect with the transitway along the northern side of the University's Main Power Plant. Construction of this connection is scheduled for 1998.

Sixth Avenue complements the University's plans, first, as a connector or "on ramp" to deliver neighborhood residents to the transitway, and second, as a connector from the Transitway and Stone Arch Bridge to the University Avenue, Fourth Street, and Fifth Street bikeways.

The city of Minneapolis also anticipates growth in bicycle traffic, particularly more bike commuting. With the recent opening of the Cedar Lake Trail in 1995, proposed completion of the Basset Creek Resurfacing Project and western half of the Midtown Greenway in 1996, and the Kenilworth Trail in 1997, Minneapolis will have the beginnings of an actual bike infrastructure. Eventual bike routes on Hiawatha, Midtown east of 35W, North River Road, Stinson Avenue and the Cedar Lake Trail river connection, promise even more bike ridership. Recently, Mayor Sayles-Belton announced plans to finally link the gorge section of the West River Parkway to its downtown segment. This long awaited connection will provide South Minneapolis cyclists with access to downtown and the Stone Arch Bridge.

Hennepin County is also expanding its trails to create a truly regional system. Major additions include the North Hennepin Regional Trail, the North Mississippi Regional Park Trail, Luce Line, and the Hopkins-Chaska Trail.



# Challenges

## *Sixth Avenue Challenges*

As Council Member Campbell wrote, the distance between the Marcy-Holmes neighborhood and the river is "so close, yet so far." The condition of Sixth Avenue is part of the reason Marcy-Holmes feels so far from the river, why it feels so little ownership. This chapter identifies the features around Sixth Avenue that are not conducive to creating a pedestrian/bike friendly gateway. These are some of the challenges to overcome, the obstacles to remove, the things to fix. The locations of these challenges are identified in figure 13.

*1) Pavement* - The roadway pavement on Sixth Avenue between the Stone Arch Bridge and Second Street is rough, particularly at the railroad crossings and the Sixth and Main intersection (see figure 10). The roadway pavement on Main Street is even worse, combining (not very successfully) cobblestones, overlays, and no curb and gutter not very successfully. The sidewalk has many broken sidewalk panels, particularly below Second Street. The condition of the pavement

north of Second Street is adequate. The boulevards on Sixth Avenue by Private Label and Minneapolis Equipment, between University and Second, are completely paved rather than landscaped, as is the boulevard east of the ADM lot.

*2) Curbs* - Main Street lacks curbs from Third Avenue eastward. The curbs on Sixth Avenue below Main are incomplete, particularly nearer the bridge. The lack of curb and gutter results in poorly defined parking spots and park boundaries, and the general appearance is untidy.

*3) Bike transition* - The bike trail coming off the Stone Arch Bridge turns sharply onto the Hennepin Bluffs Park Bike Trail. After a pleasant but brief ride through this park, the bike trail ends abruptly at Main Street. The appropriate path choice is not at all clear (see figure 11). Besides a bike route sign, there are no walkway markings or bikeway striping. At this juncture, many confused riders turn around and return to the Bridge. Bicycle infrastructure is absent on Sixth Avenue until one reaches 5th Street SE.

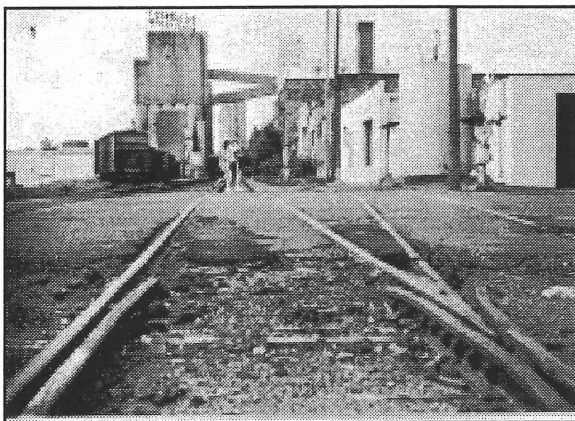
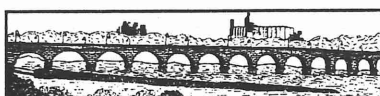


Figure 10. Rough pavement along Sixth Avenue



Figure 11. Unclear path choices make for interesting bicycle riding



4) *Traffic conflicts* - Stone Arch Bridge users are often met by heavy trucks, be they from the University Steam Plant (see figure 12), ADM Flour Mill, the Army Corps of Engineers, or other industrial uses. An average of twenty University coal trucks per day travel from the University's Main Power Plant to the Southeast Steam Plant. These trucks turn to and from the Steam Plant onto Sixth Avenue before continuing along a service road which runs perpendicular to Sixth Avenue to the Southeast Steam Plant.

5) *Safety* - There are other hazards along this corridor besides trucks. The pavement condition mentioned above is not only unpleasant to cross, but can cause bike and rollerblade accidents. Second Street has no stop signs whatsoever between Central Avenue and its intersection with University Avenue, even though it is a bike route, a daycare center is located on it, and a bike route (Sixth Avenue) crosses it. As a local business person noted, Second Street becomes like a freeway. Crossing University Avenue is even more difficult, with a traffic count of 17,800 vehicles per day (1993). With no traffic signals between Third Avenue and 35W, cars speed past the unregulated Sixth Avenue crossing. Finally, after hazarding the uncertain crossing from Main to University, Sixth Avenue users have the luxury of a stoplight at Fourth Street as they enter the relative tranquillity of residential Marcy-Holmes.



Figure 12. Trucks present a potential traffic conflict.

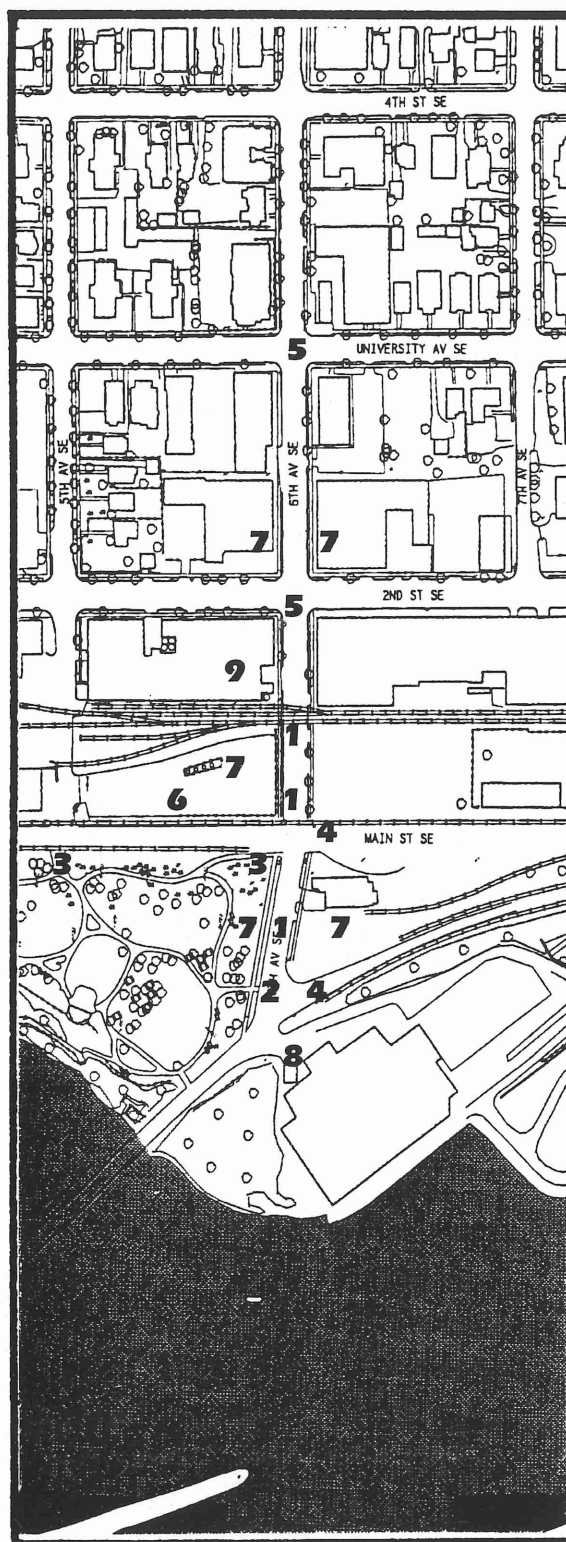
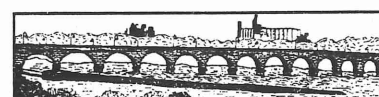


Figure 13. Challenge locations (reference numbers in text)



6) *Smell* - The sewer system around Sixth and Main regularly emits an extremely unpleasant odor.

7) *Landscaping* - One corner of the Sixth and Main intersection is a lush park, while the others are vacant parking lots and abandoned buildings. Landscaping on the ADM boulevard is particularly lacking. The boulevards east of Sixth Avenue are a little better (see figure 13), but the vacant lots and building east of Sixth Avenue are unattractive. The half-block boulevard between W.D. Forbes and Metalmatic provides a welcome landscaped respite, but the half block north of Second Avenue is essentially barren of any landscaping. The boulevard landscaping north of University could use an occasional tree and an additional gateway elements, but is for the most part adequate.

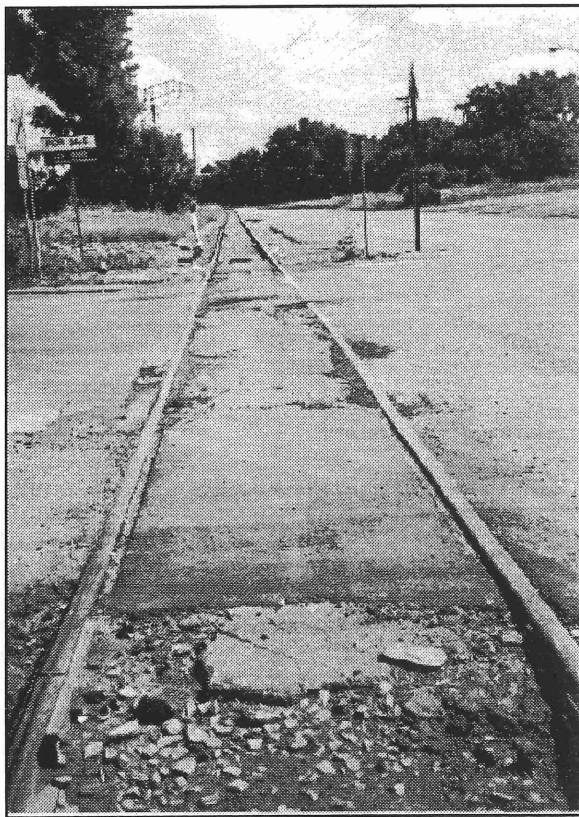
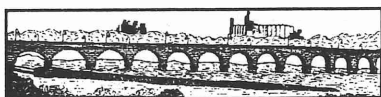


Figure 13. Lack of landscaping presents an unattractive appearance.

8) *Parking* - Visitor parking locations around Sixth and Main are not clearly marked. The only convenient parking available for Hennepin Bluffs Park/Stone Arch Bridge users is the short stretch between Main and the Bridge on Sixth Avenue. Even this location is awkward because vehicles must turn around at the Sixth Avenue dead-end. Businesses report inadequate parking. Parking is not allowed on Main Street and parts of Second Avenue near Sixth Avenue. Some business vehicles violate city ordinances by parking on the interior boulevards on Sixth Avenue and in other no-parking areas.

9) *Handicap accessibility* - Sixth Avenue does not provide handicap access over the railroad tracks. Title II of the Americans with Disabilities Act prohibits discrimination against qualified individuals for all programs, activities, and services of public entities. Section 35.150 (d)(2) states "if a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the act, including state and local government offices and facilities."





## Recommendations

The Stone Arch Bridge/Sixth Avenue Gateway Committee submits the following recommendations based on many months of Stone Arch Bridge/Sixth Avenue Gateway Committee discussions, in over 15 committee meetings open to the public announced in the community newspaper and at neighborhood association meetings, numerous conversations with city officials, three months of research by a planning intern, a four-day survey of Stone Arch Bridge usage, a Southeast Newspaper survey, and a Sixth Avenue-dedicated design charette. These recommendations are laid out as potential alternatives, not as hard and fast plans. Chapter XII is more specific, taking these recommendations and suggesting a potential implementation schedule.

It will be up to the Marcy-Holmes NRP Implementation Committee to review the following recommendations, and to take the next steps to ensure success. This is likely to involve on-going coordination with local government and businesses in the area. Given the in-depth character of this issue, there will be a need for a committee convened by and reporting to the NRP Implementation Committee to oversee implementation.

The Committee discussions were based on the following goals or principles. Together these goals comprise the Marcy-Holmes vision for Sixth Avenue.

- Create an attractive, safe, and inviting gateway to Southeast Minneapolis.
- Create a pedestrian/bicycle friendly corridor that connects with city and regional trail systems.
- Create a better landscaped corridor.
- Encourage development that celebrates existing uses, working with rather than against existing uses.
- Improve the neighborhood's sense of ownership or connection with the riverfront.
- Create a distinct corridor within Marcy-Holmes, one with its own unique identity.
- Create an awareness of the historical significance of the riverfront.

The recommendations are organized around seven themes. The themes are Transportation, Bikes, Safety, Parking, Streetscape/Landscape, Zoning/Land use, and Riverfront Programming.



Figure 14. Asphalt road paving on Main Street and Sixth Avenue

This Chapter identifies issues or challenges within each theme and suggests alternatives.

### Theme: TRANSPORTATION

**Issue:** Rough pavement condition on Main from Third Avenue eastward, and on Sixth Avenue from the bridge to the railroad crossing that makes travel difficult and results in an unattractive appearance.

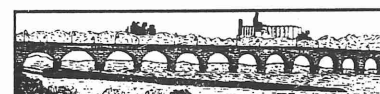
**Recommended Strategies:** (See figure 14)

- Repave these surfaces with asphalt.
- Re cobblestone the cobblestoned portions of Main and Sixth Avenue to maintain the character of the Historic Main Street area.
- Combine cobblestones with the repaving.
- Shape or stamp colored concrete to appear like cobblestones.
- Rubberize the rail crossing.
- Remove one or more of the rail lines if not needed.
- Replace rough sidewalk panels
- Remove unused driveway curb cuts.

**Issue:** Lack of roadway space for a bikeway.

**Recommended Strategies:**

- Remove parking from one side of Sixth Avenue.
- Designate part of Sixth Avenue as a one-way road.
- Implement a combination of the above strategies as appropriate for the different segments of Sixth Avenue.



**Issue:** Railroad crossing on Sixth Avenue not handicap accessible.

**Recommended Strategies:**

- Repave and rubberize the railroad crossings. (see figure 15)

**Issue:** Frequent conflict between trucks and pedestrians/bicyclists on Sixth Avenue .

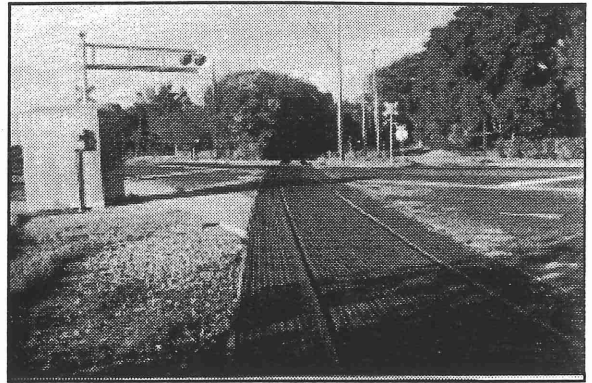
**Recommended Strategies:**

- Reduce truck traffic by redirecting ADM-bound trucks onto Fifth Avenue.
- Reduce truck waiting/parking on Main by redirecting truck waiting to Second Street.
- Reschedule truck traffic for non-peak Stone Arch Bridge usage times.
- If the Steam Plant continues coal-burning activities, install conveyer belt system to transport the coal and ash rather than hauling with trucks on Sixth Avenue.
- Redirect Army Corps of Engineers dredging trucks to the proposed Dinkytown Bypass when completed.

**Issue:** A poorly marked Sixth Avenue terminus (dead-end) resulting in vehicle confusion and occasional motor vehicle entry into the pedestrian zone and onto the Stone Arch Bridge.

**Recommended Strategies:**

- Improve the signage notifying automobiles of dead-end.
- Provide clearer signage and/or gate at the entrance to the bridge to better alert automobiles of the pedestrian zone.
- Construct a depressed curb cul-de-sac at the terminus of Sixth Avenue.
- Construct a loop around the property southeast of the Sixth and Main intersection to allow traffic turn to around more easily.



*Figure 15. A rubberized rail crossing would be a real benefit*



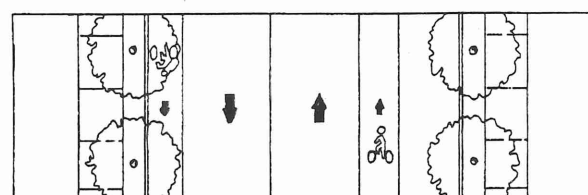
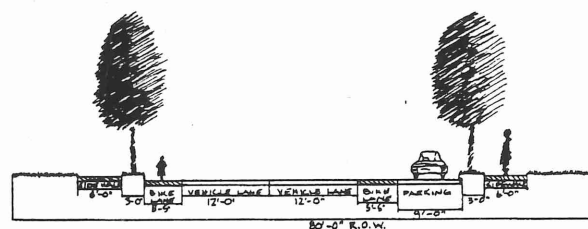
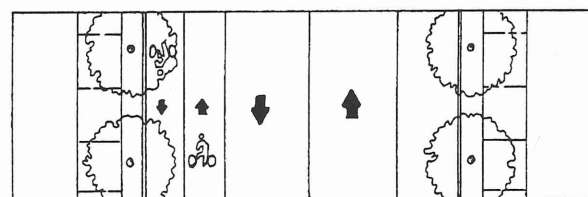
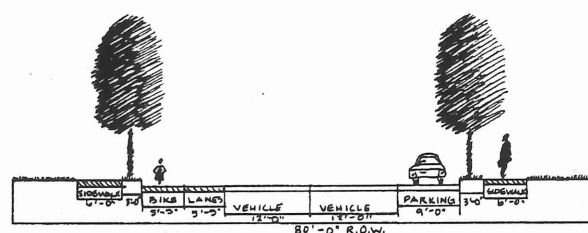
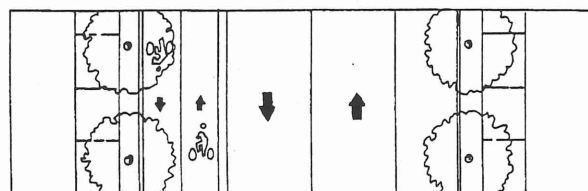
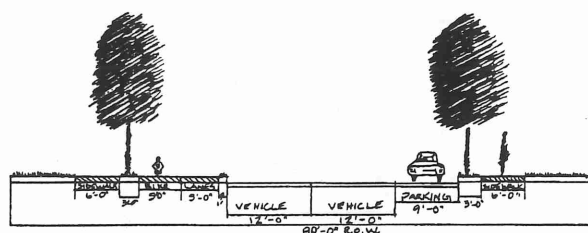


Figure 16. Possible bike lane configurations between Main Street and University Avenue.

### Theme: BICYCLES

**Issue:** Sixth Avenue Bike Route is less efficient, unsafe, and lacks identity due to a lack of bike lanes.

**Recommended Strategies:** (see figure 16 for possible bike lane configurations).

- Create a two-way on-street bike lane on the west side of Sixth Avenue.
- Create one-way on-street bike lanes on each side of Sixth Avenue.
- Create two-way off-street bike lanes on the west side boulevard of Sixth Avenue between Main Street and University Avenue.
- Delineate the bike lane with different color seal coat pavement.
- Construct a traffic diverter on Sixth Avenue with bicycle throughway at Sixth or Seventh Street if one-way not implemented.
- Construct traffic calming intersection throating on Sixth Avenue similar to those on Fifth Street.
- Remove parking to create roadway space for bike lanes.
- Convert portions of Sixth Avenue to a one-way avenue to create space for bike lanes and preserve on-street parking

**Issue:** Inadequate bike signage.

**Recommended Strategies:**

- Provide area maps of the Marcy-Holmes and regional bicycle systems at the Heritage Trail Kiosk, the intersection of Sixth and University, the intersection of Sixth Avenue and Fifth Street, and at the end of the gateway on Hennepin Avenue at Fifth Avenue.
- Provide additional bike route and neighborhood identification signage.

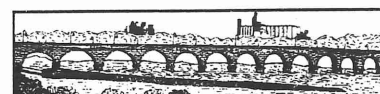
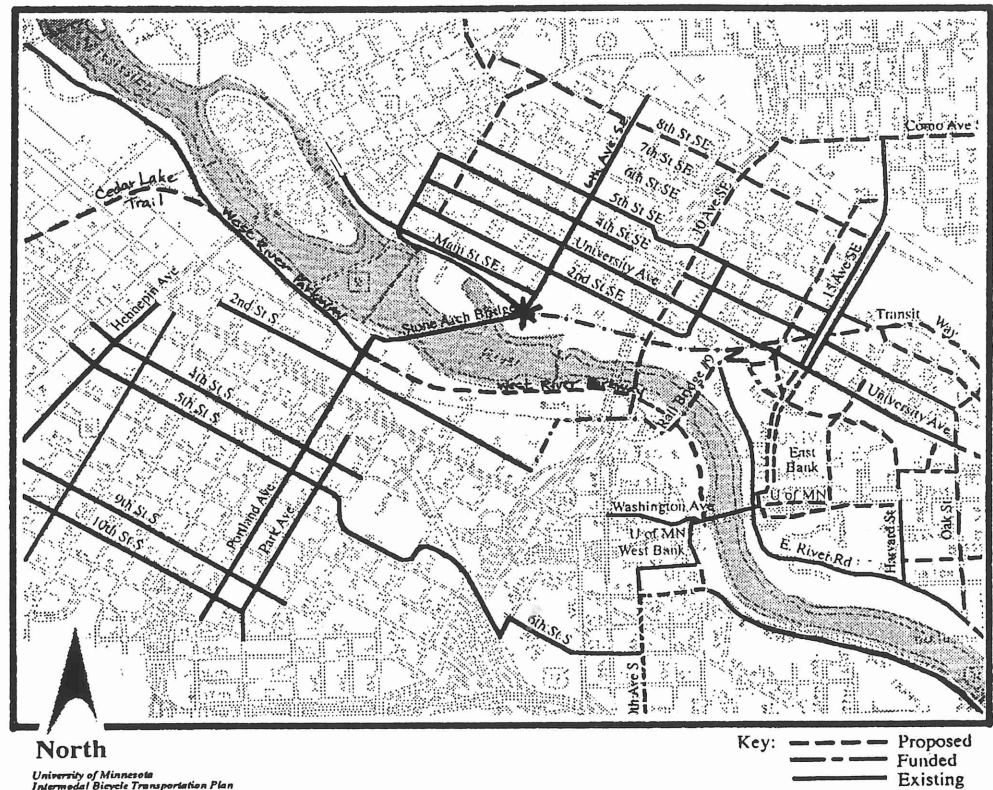


Figure 17. Bike linkages to other neighborhoods  
Note direction of proposed routes (dotted lines)

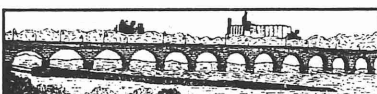


**Issue:** Inconvenient and unclear bike connections to Northeast Minneapolis, the Southeast Como neighborhood, and the University.

**Recommended Strategies:** (see figure 17)

- Extend the Sixth Avenue bike route into Northeast Minneapolis, via Ninth Street and Hennepin, to Fillmore Street NE.
- Extend the Fifth Street bike route into the St. Anthony neighborhood.

- Extend the Sixth Avenue bike route into the Southeast Como neighborhood via Eighth Street and 10th Avenue.
- Encourage completion of the University Transitway, the Dinkytown Bypass, and a Pillsbury Street bike ramp to improve connections to the University and beyond.



The Stone Arch Bridge Continued • A Plan for Sixth Avenue



**Issue:** Unsafe Sixth Avenue crossings because of a lack of traffic controls at the Second Street and University intersections.

**Recommended Strategies:** (see figure 18)

- Add two-way stop signs to Second Street at the intersection with Sixth Avenue by transferring the existing ones from Sixth Avenue onto Second Street.
- Install a new stop-light at University and Sixth Avenue.
- Move the existing stop-light from University and Third Avenue to University and Sixth Avenue.
- Add painted pedestrian cross-walks on Main, Second, and University along Sixth Avenue.
- Install traffic calming speed humps on Second Street near Sixth Avenue.

**Issue:** Relative isolation of Sixth Avenue below University Avenue.

**Recommended Strategies:**

- Install "Code Blue" safety lights in Father Hennepin Bluffs Park near the kiosk at the foot of the bridge and on the middle of the bridge.

**Issue:** Lack of pedestrian-scale lighting from the bridge entrance along Sixth Avenue.

**Recommended Strategies:**

- Install pedestrian-oriented ornamental lighting, ideally carrying the Stone Arch Bridge lighting theme onto Sixth Avenue.

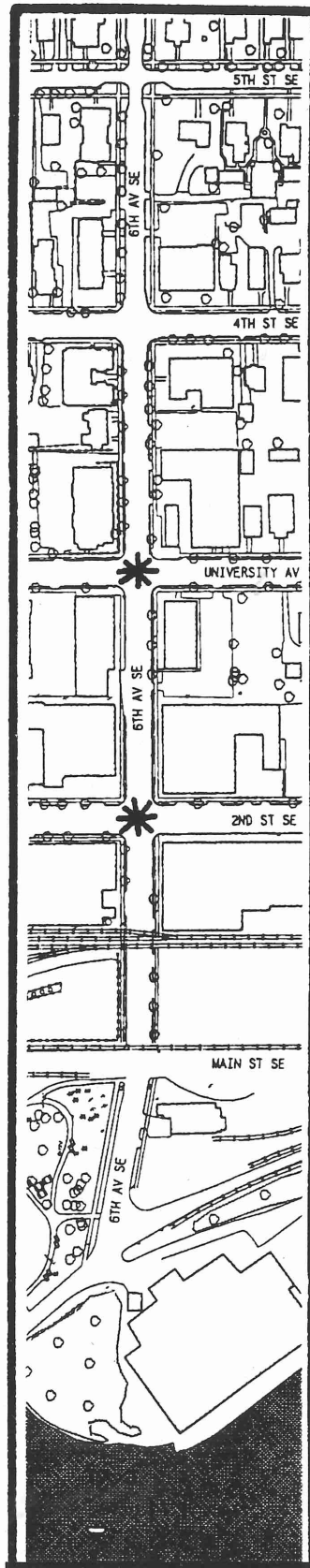


Figure 18. Add traffic controls at Second Avenue and University Avenue



## Theme: PARKING

**Issue:** Not enough parking for recreation or business uses.

**Recommended Strategies:** (See figure 19)

- Permit on-street parking on the south side of Main along Hennepin Bluffs Park.
- Remove the meters on Second Street between Fifth and Fourth Avenue.
- Provide businesses with parking permits that allow their employees to park on the currently metered, but underutilized, sections of Second Street.
- Use the Main Street right-of-way east of Sixth Avenue SE as a row of perpendicular parking spaces if needed.
- Acquire the lots east of Sixth Avenue between Metalmatic and the bridge as public space devoted partially to parking.

**Issue:** Parking is unclear because of a lack of signage and curbs.

**Recommended Strategies:**

- Install better parking signs to clarify boundaries of parking along Sixth Avenue.
- Install curbs on Main and the portion of Sixth Avenue currently lacking curbs.

**Issue:** Businesses south of University Avenue illegally parked on the interior boulevard.

**Recommended Strategies:**

- Explain to the businesses that parking on the interior boulevard is prohibited by sections 478.90 (u) and (w) of the Minneapolis Code of Ordinances.
- Work with businesses to secure adequate alternative parking.

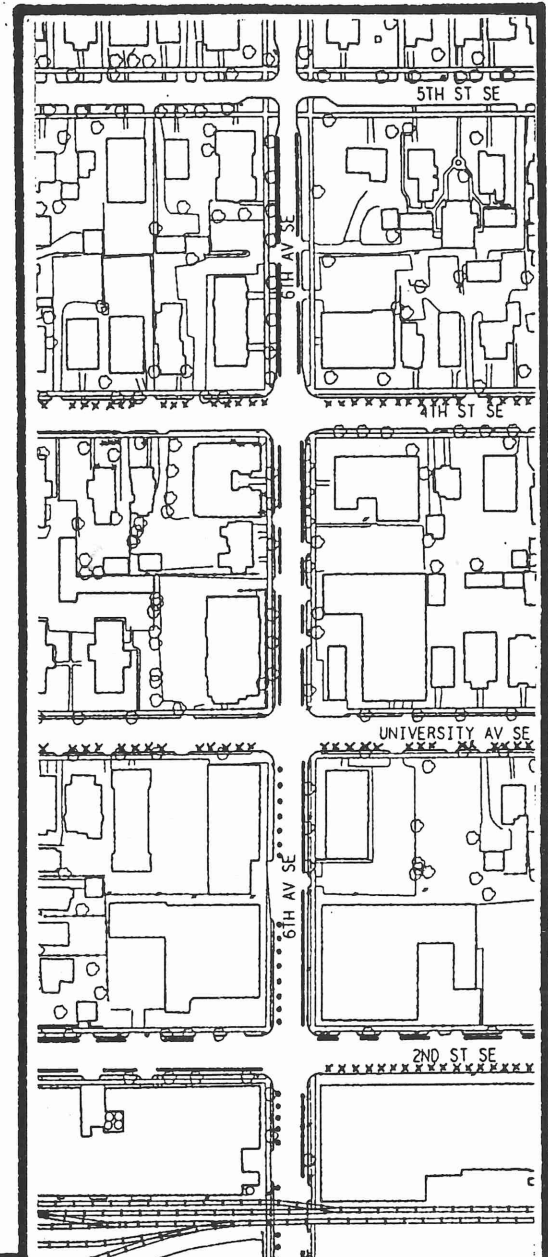


Figure 19. Suggested parking changes.

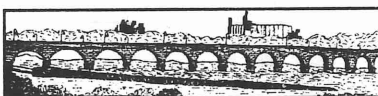
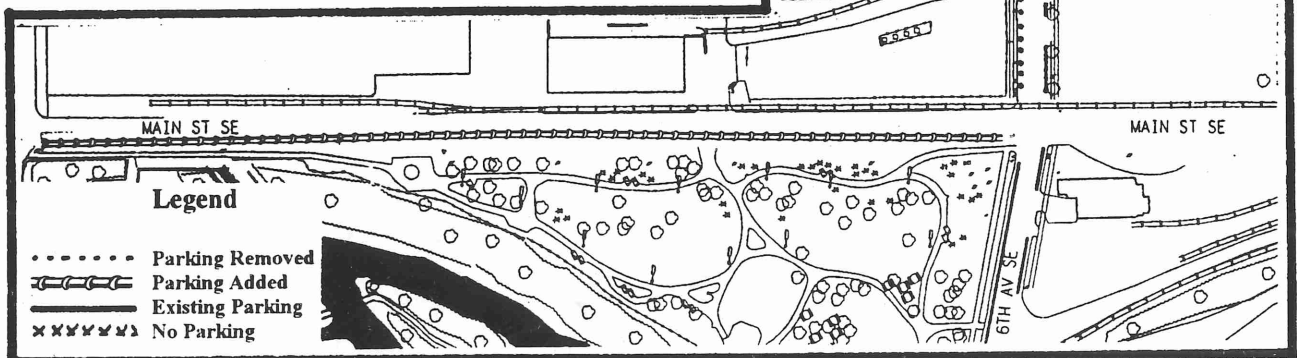




Figure 20. Boulevard in need of foliage



Figure 21. Further evidence of need to replant along the boulevard.

### Theme: STREETSCAPE/LANDSCAPE

**Issues:** Paved-over boulevards on Sixth Avenue lacking any grass, trees, or other vegetation.

**Recommended Strategies:** (See figure 20 and 21)

- Remove boulevard pavement from paved over boulevards.
- Plant grass or native vegetation in the new boulevard space.
- Plant trees and shrubs in the boulevards where needed to create a theme.
- Plant hearty native flowers with or in place of grass along the entire stretch of the Sixth Avenue boulevard to create a theme.

**Issues:** The exterior of some industrial buildings facing Sixth Avenue are stark and lifeless.

**Recommended Strategies:**

- Work with owners of Metalmatic, Minneapolis Equipment, Private Label, and others, to plant vines along the exterior of their buildings.

**Issues:** Lack of landscaping on properties adjacent to Sixth Avenue below the rail crossing and along the northern side of Main Street.

**Recommended Strategies:**

- Extend Sixth Avenue landscaping onto the poorly landscaped sides of Main Street.
- Encourage ADM to better landscape their lot.
- Inform business owners of sections 225.72, 319.12, and 319.200 concerning litter, parking lot condition, and landscaping.
- Eventually acquire the lots north and east of the Main and Sixth intersection for creation of more park land and/or parking.

**Issue:** Graffiti prevalent on private and public property in this area.

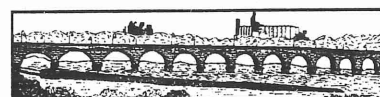
**Recommended Strategies:**

- Encourage businesses and the city to remove graffiti as soon as possible.
- Spray preventative material on likely targets which allows easy clean-up.

**Issues:** Cultural and artistic amenities undeveloped.

**Recommended Strategies:**

- Work with owners, agencies, and artists to design and install murals on the side of industrial buildings.



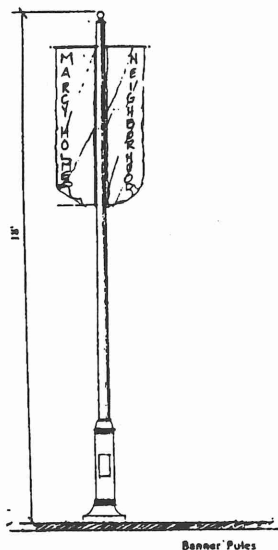


Figure 22.  
Possible banner  
configuration

- Create art and sculpture gardens in Hennepin Bluffs Park and on the boulevards.

**Issues:** Lack of pedestrian scale features.

**Recommended Strategies:**

- Install benches at each intersection along Sixth Avenue.
- Install ornamental lighting along Sixth Avenue when repaved.

**Issue:** Lack of a visual icon or gateway to draw people into the neighborhood.

**Recommended Strategies:** (See figure 22)

- Install series of banners leading up Sixth Avenue
- Lay colored pavement leading onto Sixth, either on the roadway, bike trail, or both.
- Install signs announcing the entrance to the Marcy-Holmes neighborhood, the direction to Historic Fifth Street, and the beginning of Sixth Avenue Bike Route.
- Install a monumental arch or gateway near the intersection of Sixth Avenue and Main.

**Theme: ZONING AND LAND USE**

**Issue:** Existing neighborhood commercial developments do not sufficiently serve the concentration of multi-unit residential properties around Sixth Avenue.

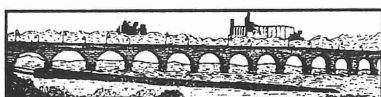
**Recommended Strategies:**

- Concentrate neighborhood-serving commercial development at the University and Sixth Avenue intersection, and at the Second Street and Sixth Avenue intersection.
- Rezone the properties at University and Sixth Avenue to permit commercial usage.

**Issue:** Underutilized land immediately north and east of the Main Street and Sixth Avenue intersection.

**Recommended Strategies:** (see figure 23)

- Better utilize the ADM lot for grain truck parking and waiting.
- Utilize the Main Street right-of-way for parking.
- Publicly acquire the vacant lots east of Sixth Avenue for use as park land, parking, and future development. Demolish the abandoned building located southeast of Main and Sixth.



The Stone Arch Bridge Continued • A Plan for Sixth Avenue

**Issue:** Long-term land use vision.

**Recommended Strategies:**

- Work with and support industrial uses as long as they wish to remain near the river.
- If industrial uses relocate, develop the riverfront as a commercial, residential, and recreational area with commercial emphasis on Sixth Avenue and Second Street, residential emphasis around the Metalmatic site, and recreational emphasis near the river.
- If industrial uses occupying historical buildings relocate, redevelop these structures for educational, cultural, artistic, commercial, or residential uses.
- Support efforts to locate the University of Minnesota coal-burning power plant at an off-river site.
- Consider re-zoning the current industrial zoning to residential and or commercial during the upcoming city-wide zoning revision. This change would not affect existing uses.

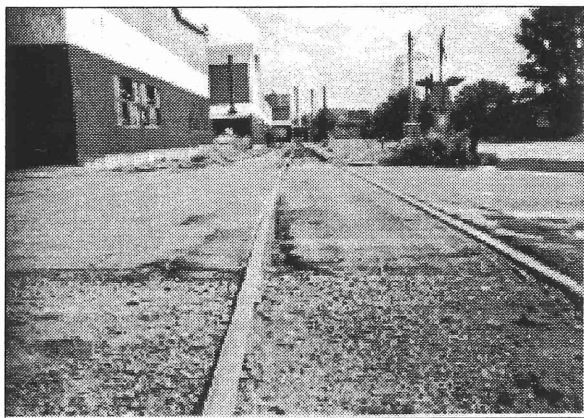


Figure 23. Underutilized lots near Sixth Avenue and Main Street (to the right in photograph)

**Theme: RIVERFRONT PROGRAMMING**

**Issue:** Lack of public rest rooms near the Stone Arch Bridge.

**Recommended Strategies:**

- Install temporary rest-room facilities in Hennepin Bluffs Park.
- Eventually, construct permanent public rest rooms in Hennepin Bluffs Park.

**Issue:** Public desire for more cultural, historical, and educational riverfront exhibits.

**Recommended Strategies:** (see figure 24)

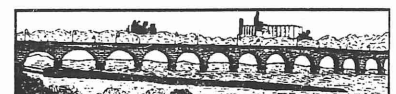
- Continue implementation of St. Anthony Falls riverfront programming as described in the St. Anthony Falls Interpretive Plan.
- Open a railroad history center.
- Create a Dakota Cultural Encampment exhibit.
- Create an Historic Streetcar Switching Exhibit in the Southeast Steam Plant by restoring the existing hardware.
- Expand programming on Hennepin Island.
- Develop the natural and man-made caves running under Hennepin Bluffs Park as historical and educational exhibits.
- Provide museum-like windows into existing industrial uses.
- Provide markers describing historical and industrial landmarks.

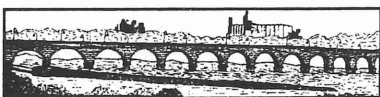
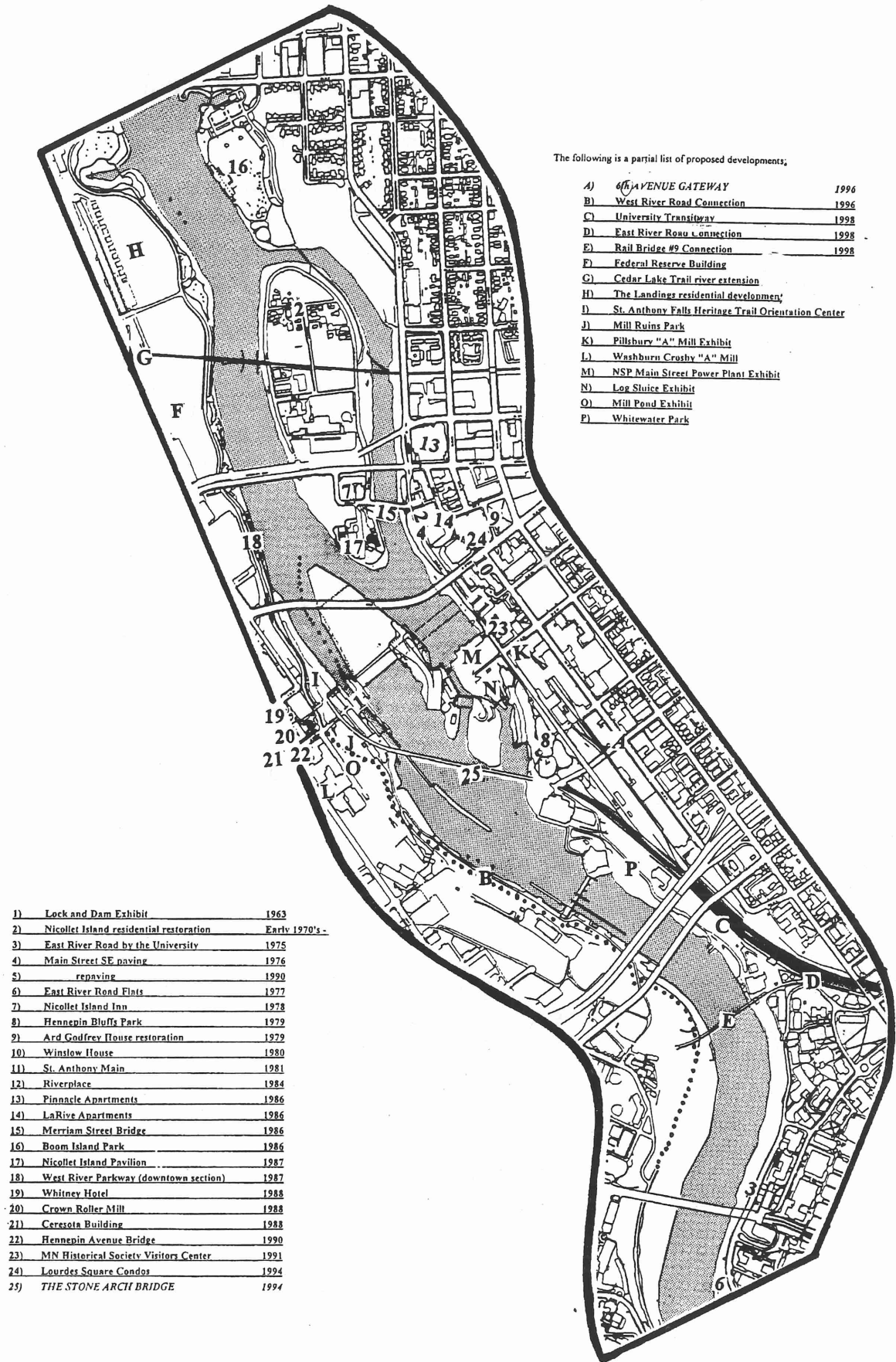
**Issue:** More diverse events and uses at the riverfront.

**Recommended Strategies:**

- Host more concerts, events, and festivals at the Hennepin Bluffs Park Band shell.
- Attract bike and running races to the Hennepin Bluffs Park/Stone Arch Bridge.
- Develop a Whitewater Park below the Steam Plant.
- Develop a Youth Hostel at the Southeast Steam Plant.

Figure 24. St. Anthony Falls Interpretive Plan (overleaf)





The Stone Arch Bridge Continued • A Plan for Sixth Avenue



## Marcy-Holmes NRP Resources

The Marcy-Holmes NRP Action Plan, approved October 18, 1994, devotes significant resources to the Sixth Avenue Gateway Concept. The following is a summary of the goals and strategies in this plan that relate to this corridor.

**Environment C2:** Increase neighborhood linkage with the east bank of the Mississippi river front to improve the neighborhood's recreational, educational, and community opportunities. Develop a pedestrian/bike route from the east terminus of the Stone Arch Bridge into the Marcy Holmes neighborhood, other neighborhoods, Dinkytown, and the University. Work with the St. Anthony Falls Heritage Board and the Park Board on improvements to Lucy Wilder Park. Work with the University on their proposed Phase 3 of the Intercampus Transitway Bicycle Path. Commitments are from the St. Anthony Falls Heritage Board, Department of Public Works, Minneapolis Park Board, and the MHNRP Coordinator. The Action Plan has \$45,000 to supplement Public Works bike path upgrades, \$100,000 to supplement park improvements and create the Sixth Avenue Greenway, and \$10,000 to supplement kiosk installation.

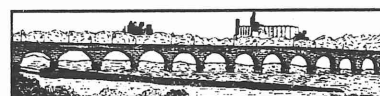
**Environment D1:** Design safe, fast, and pleasant transportation network for pedestrians and cyclists. Develop and improve bicycle and pedestrian routes, and consider traffic calming devices. Commitments include the Department of Public Works and the MHNRP Coordinator. The Action Plan has \$75,000 for traffic calming devices.

**Environment B2:** Produce and install signs, murals, and kiosks to enhance the neighborhood's ambiance and sense of community. \$7,500 for 15-20 signs, \$12,000 for two kiosks, \$12,000 for two kiosks, \$10,000 for 20 bicycle signs.

**Environment A2:** Diminish noise in neighborhood via tree planting. \$35,000 for initial tree planting and replacement.

**Environment A3:** Review traffic and promote bike travel to reduce pollution in the neighborhood. MHNRP Coordinator staff time.

**Crime and Safety A4:** Install code blue lights to make a safer neighborhood. \$32,000 for eight lights.



## Implementation Introduction

The following chapter outlines implementation strategies and a proposed implementation schedule. It focuses on Sixth Avenue and the area immediately around it. This Chapter does not outline implementation strategies for the entire riverfront, but limits itself to issues where the neighborhood can or should play a leading or major role. These implementation recommendations try to capture those ideas for which neighborhood consensus exists. Where consensus is lacking, the Stone Arch Bridge/Sixth Avenue Gateway Committee has attempted to balance the ideas of all groups and propose a realistic plan.

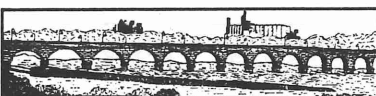
"Rome was not built in a day," nor can the Sixth Avenue Gateway. However, many of the recommendations from Chapter X can realistically be implemented in the next three years. After a summer of discussion, an extensive user survey, and a successful design Charette, this project has momentum, momentum that can be transformed into lasting improvements.

In order to make this plan a success, however, it will be necessary to form an Implementation Committee, with representation by the neighborhood residents, businesspeople, and other stakeholders. There should also be representation by public agencies that are already involved in planning for the Stone Arch Bridge/Sixth Avenue area. The committee would oversee the implementation of the plan, and coordinate all major redevelopment activity in the area.

### *Improvements already planned*

With or without the Marcy-Holmes Sixth Avenue initiative, changes will be occurring around Sixth Avenue. Our planning efforts attempt to work with and complement these developments. Some improvements include:

- Public Works is proposing to repave Main Street from Third to Sixth Avenue, Sixth Avenue from the bridge to Main Street, Third Avenue from Main to University, and Seventh and Eighth Avenues from Second Street to University (see figure 25). This repaving would involve removing the existing pavement and cobblestones, making sewer repairs, laying new asphalt, and constructing curbs and gutters. This work is programmed for the summer of 1998. The neighborhood will work with Public Works in the design of Main Street and Sixth Avenue.
- Private Label, a business on the northeast corner of Sixth Avenue and Second Street, will repaint and plant creeping vines along the Sixth Avenue side of its building during the Spring of 1996.
- No Name Art Gallery has opened the Soap Factory, a community center for nonprofit arts, cultural and educational organizations at the corner of Fifth Avenue and Second Street during the fall of 1996.

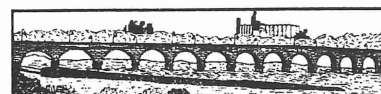
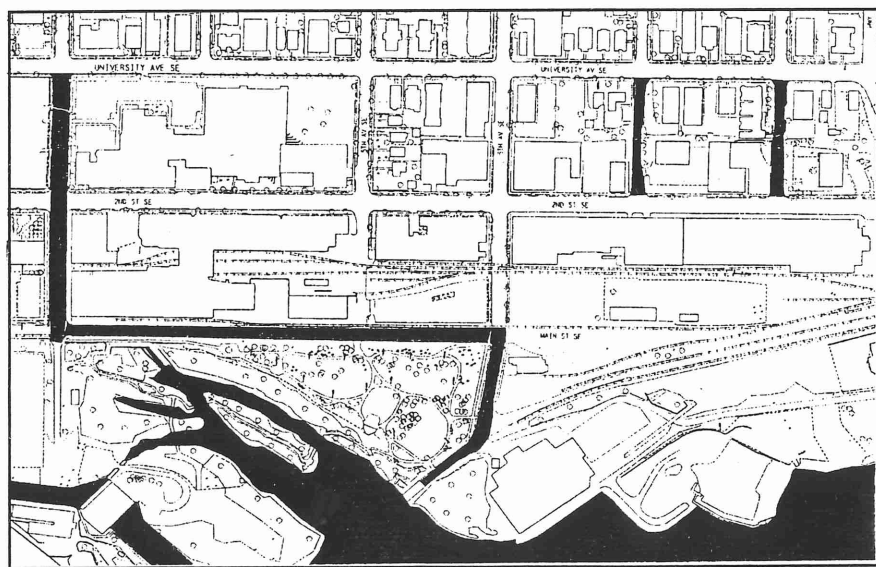


*The Stone Arch Bridge Continued • A Plan for Sixth Avenue*



- Santana Foods, located on the northeast corner of University and Sixth Avenue, hopes to expand their operations east along University, increasing grocery space, and adding a deli and coffee shop.
- Metalmatic will install new siding during the Spring of 1996. They have also indicated a willingness to plant vines along the side of their building on the Sixth Avenue facing side.
- The St. Anthony Falls Heritage Board/Historical Society/Marcy-Holmes Neighborhood will be installing an informational kiosk in Hennepin Bluffs Park near the foot of the Stone Arch Bridge during the spring or summer of 1996.
- The University of Minnesota will extend the University Transitway Bike route to the Stone Arch Bridge along the existing rail corridor by 1998.
- Several parties have expressed interest in opening a coffee house or deli in the Salvage Corp Station No. 2 building at the southwest corner of Sixth and University Avenues.

Figure 25. The shaded areas indicate planned repaving.



## Implementation

The following sequence of work events is designed to provide a logical, realistic plan that complements existing plans. The plan is divided into four phases, 1996, 1997, 1998, and 1999-on.

### Phase I Implementation - 1996

**A) Landscape the boulevards north of Main Street.** A greenway from the river to the neighborhood is a common theme of earlier studies and a common vision of Charette participants. More vegetative cover and trees are an obvious element of this greenway. Three stretches of boulevards, as identified in figure 26, have been paved over. These paved over sections are the focus of phase I landscaping efforts.

#### Action:

The first step in implementing this landscaping plan is to meet with and obtain the approval of the adjacent property owners. While these boulevards are part of the public right-of-way, the property owner is responsible for maintaining the landscaping. The next step is to have Public Works remove the boulevard pavement and replace it with soil and vegetative cover. The NRP Sixth Avenue Gateway and Environment Committees, along with the Marcy-Holmes garden club

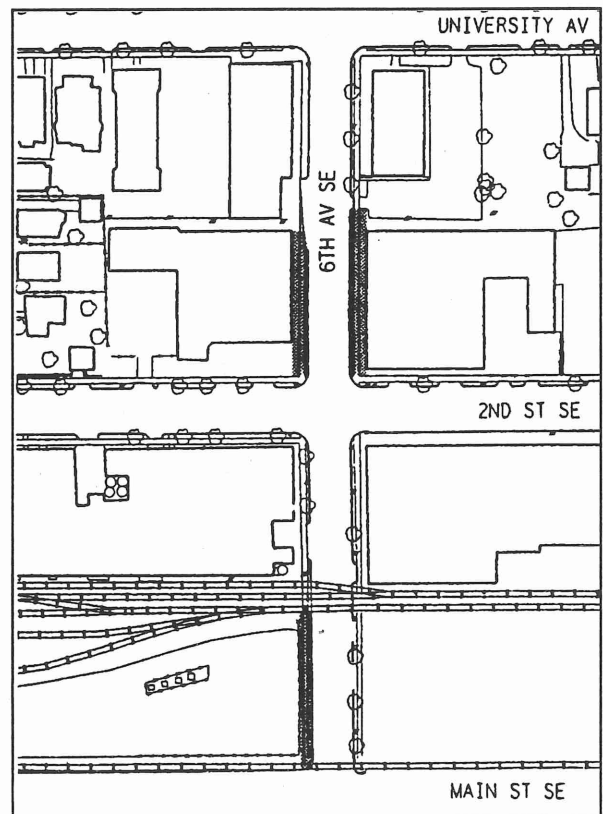
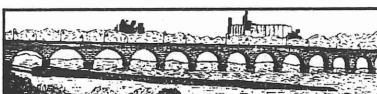


Figure 26. Paved-over boulevard sections



## Phase One

should help plan the type of vegetative cover and tree choice. The Park & Recreation Board will plant trees as part of Environment A2 of the Marcy-Holmes NRP Action Plan. Tree planting can occur only in the spring, meaning Public Works must remove the pavement and add soil during the early spring.

Figure 27 identifies proposed tree planting locations for 45 new trees. Suggested species include Lindens, Ash, and Norway Maple.

Estimated cost:

Pavement removal and soil replacement:  
\$20.80/square yard

Vegetative cover:  
\$9.40/square yard

Tree planting:  
\$115 per tree

Shrub planting:  
varies depending on variety

Funding sources: Marcy-Holmes NRP Action Plan (Environment A2/ Environment C2), matching funds from the Foster-Wheeler Tree Trust Program and the Unitree Program.

### **B) Create bike lanes on Sixth Avenue from Main to Ninth Street** (see figures 28, 29, and 30)

Bike lanes are necessary in order to create a bicycle/rollerblade friendly environment. Putting up a bike route sign and declaring a bikeway is not adequate. Bike lanes add identity to the route, increase efficiency, and improve safety. The lanes act as an inviting gateway leading into the neighborhood, reducing confusion about what route to take. Dedicating a portion of the roadway to a non-auto mode of transportation immediately improves the pedestrian-friendly nature of the Avenue, both physically and psychologically. Finally, a bike lane in place of a parking lane would provide more maneuvering space for trucks as they load and unload at Minneapolis Equipment, Metalmatic, W.D. Forbes, and other businesses, making it safer for pedestrians and bicyclists.

The volume of bike and rollerblade traffic using this corridor justifies bike lanes. Our research found that 42 percent of Stone Arch Bridge cyclists use Sixth Avenue. Applying that percentage to the 15 hour bike count totals leads to an

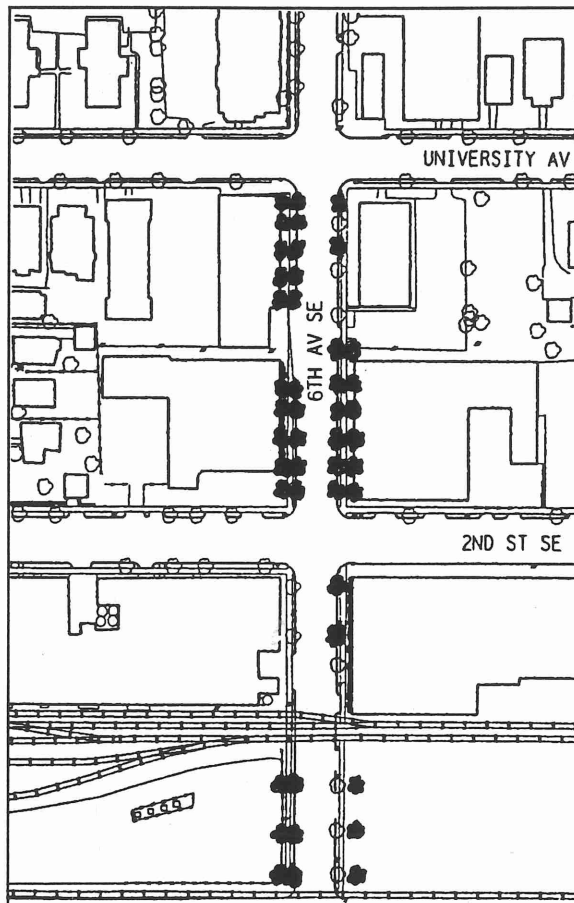
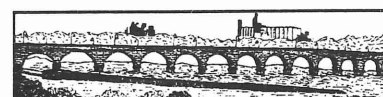


Figure 27. Locations for replanting of trees



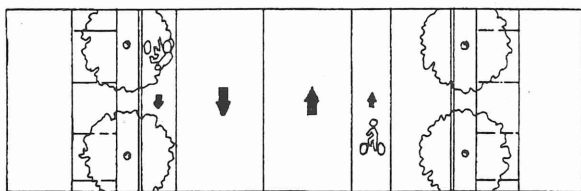
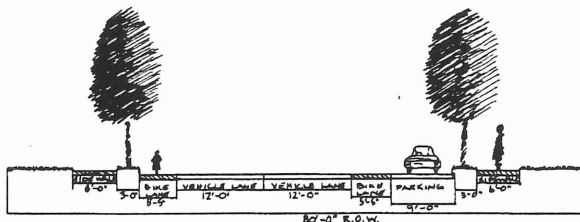
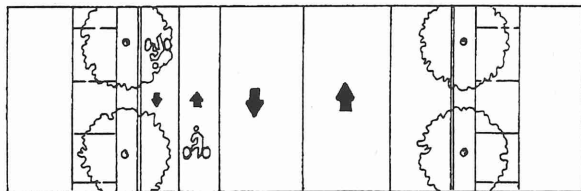
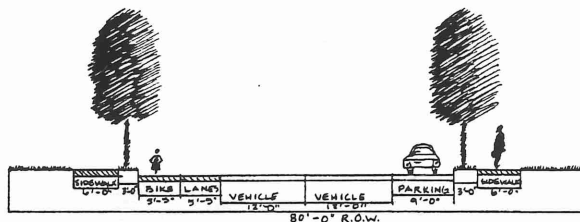
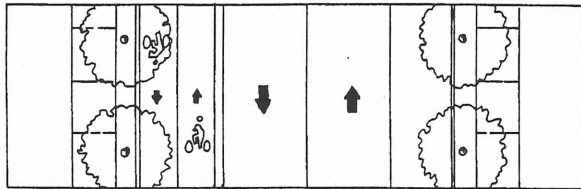
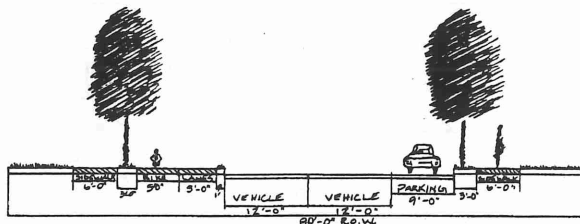
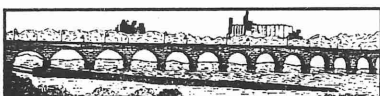


Figure 28. Sixth Avenue from Main Street to University Avenue (top) off-street two-lane bicycle path, (middle) on-street two-lane bicycle path, (bottom) on-street divided bicycle path.



The Stone Arch Bridge Continued • A Plan for Sixth Avenue

estimate of 216 bicycle trips per weekday and 393 trips per weekend day travelling on Sixth Avenue. As Chapter VIII demonstrated, bike usage through this area is expected to increase. The importance of better bike lanes to Southeast residents is demonstrated in their NRP plans, comments at the design Charette, and response to the Southeast Newspaper survey.

#### Action

Painting bike lanes is not difficult. Creating space in the roadway is the challenge. Implementation Strategies E, F, G, and H address these related parking and one-way conversion issues.

Three potential bike lane configurations for each of the three distinct segments of Sixth Avenue are illustrated in figures 28, 29, 30. The three segments are

- 1) Main to University,
- 2) University to Fourth Street, and
- 3) Fourth Street to Ninth Street.

Estimated cost: Bike lanes from Main to Ninth Street.- \$4,800.

Funding sources: Marcy-Holmes NRP, Public Works.

**C) Apply a layer of differing color seal coat to the bikeway.** This coating can provide an attractive color contrast that better identifies the bike trail as it leads into the neighborhood.

#### Action:

Work with Public Works to apply this coating in conjunction with the striping.

Funding source: Marcy-Holmes NRP Action Plan (Environment C2), Public Works.

**D) Repair gaps and rough pavement at the rail crossings.** The condition of the rail crossings between Second Street and Main is a major barrier and inconvenience for cyclists, rollerbladers, and handicap residents, and is even unpleasant for cars and trucks. The neighborhood would like the crossings repaved and rubberized in 1996, but Public Works indicated this more permanent improvement is not possible until 1998 in conjunction with the repaving.

**Action:**

In the mean time, the gaps and pot-holes should be better and more frequently patched, repaired, and maintained.

Funding source: Public Works.

**E) Add parking to the south side of Main along Hennepin Bluffs Park.** (see figure 31)

Park and business users need more parking. The parking spaces on Sixth Avenue adjacent to Hennepin Bluffs Park are few and often full. Some area businesses report parking shortages for customers and employees. Opening the south side of Main to parking would provide 61 additional spaces. The parked vehicles could act as buffers between park and industrial uses, and as traffic-calming devices on Main Street. This improvement meets a need, is inexpensive, and can easily be withdrawn or modified if unsuccessful.

**Action:**

To add parking spaces the City Council needs to pass an ordinance revoking the current no parking ordinance.

**F) Provide area businesses with additional on-street parking along the metered parking segment of Second Street.**

Second Street between Fifth Avenue and Third Avenue is currently metered, and almost devoid of parked cars. As currently implemented, few cars utilize this parking resource. To utilize this parking resource more efficiently, the city should employ several parking management strategies. The city could begin by removing or discontinuing enforcement of meters along Second Street between Fifth and Fourth Avenue. If this strategy proves insufficient, the City Council could pass an ordinance to provide a modest number of business-dedicated parking permits to Second Street businesses allowing their employees to park on this block.

**Action:**

City Council action will be necessary to implement these parking management strategies.

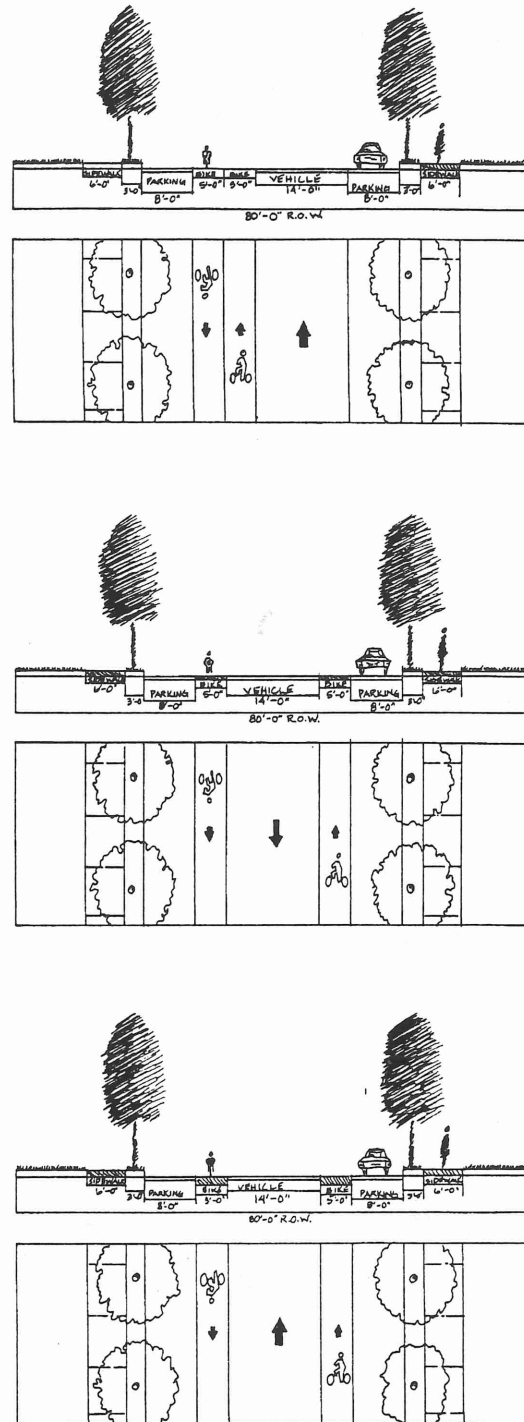


Figure 29. Sixth Avenue from University Avenue to Fourth Street SE (top) on-street two-lane bicycle path, (middle) on-street divided bicycle path, (bottom) on-street divided and designated bicycle path.



**G) Remove on-street parking from one side of Sixth Avenue from Main Street to University Avenue to create space for bike lanes.**

Creating painted bike lanes from Main to University requires removing about 25 parking spaces from this two block stretch. This parking loss would be compensated for through the parking additions on Main and Second Street.

**Action:**

To implement this change the City Council needs to pass an ordinance prohibiting parking on the segment described above.

**H) Consider conversion of Sixth Avenue into a northbound one-way Avenue from Fourth Street to Eighth Street, and to a southbound one-way from Fourth Street to University.**

Scarce parking and a narrow roadway complicate the creation of a bikeway. Unfortunately, several apartment buildings on the west side of Sixth Avenue have virtually no off-street parking. Parking is almost as scarce farther up Sixth Avenue, and is compounded by the fact that many homes do not have alleys or garages.

Designating Sixth Avenue a one-way will create space in the roadway for a bike lane while maintaining parking on both sides of the road. It will reduce the volume of vehicles using Sixth Avenue, enhancing the Avenue's pedestrian feel and character.

**Action:**

To designate a one-way the City Council needs to pass an ordinance. A petition and a neighborhood meeting are an essential part of this process.

**I) Post two stop-signs on Second Street at Sixth Avenue.**

Remove stop-signs on Sixth Avenue at Second Street. Second Street currently has no stop-signs or lights between Central and University, a stretch of ten blocks. The volume of auto, truck, pedestrian, bike, and rollerblade traffic on both roadways is heavy and growing. As currently signed, this intersection is unsafe.

**Action:**

To install a stop-sign, the neighborhood must send a letter to the Public Works Director. The letter should identify the intersection and explain why these stop signs are necessary. Public Works will then conduct a study of that intersection to determine if it is warranted.

**J) Post clearer signs at the southern terminus of Sixth Avenue.**

The fact that Sixth Avenue ends before the Stone Arch Bridge is not obvious to all motorists. Many first-time visitors are confused as they reach the Sixth Avenue dead-end, and some motorists actually start across the bridge. The terminus of Sixth Avenue needs better "dead-end" and better "pedestrian zone" warning signs.

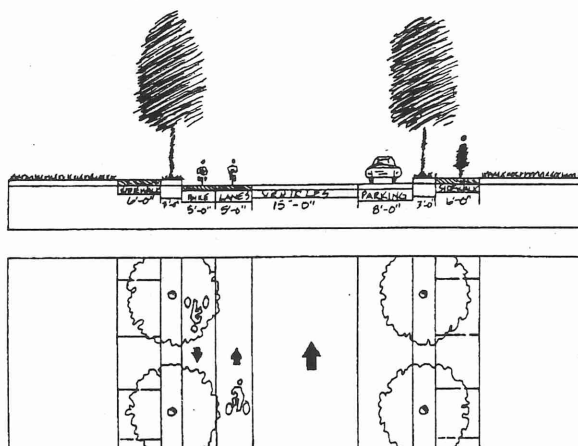
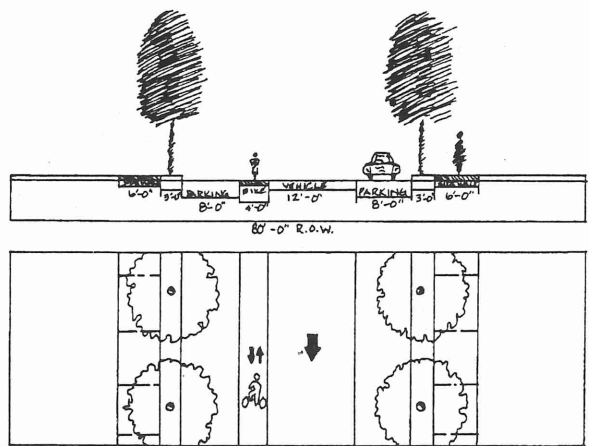
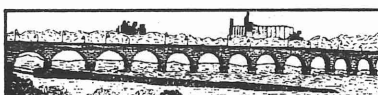


Figure 30. Sixth Avenue from Fourth Street to Eighth Street

(above) two lane bicycle path, single side parking



(above) single lane bicycle path with two parking lanes





**Action:**

The neighborhood should work with Public Works and/or the Park Board to install these signs.

Funding source: Public Works, Park Board.

**K) Install signs identifying the Marcy-Holmes Neighborhood, the Fifth Street Historic District, and the bike lanes.** The signs will not only be informative, but can act as visual icons, drawing people into the neighborhood. The location(s) of the sign(s) will be determined by the Marcy-Holmes Bike Committee. A Sixth Avenue logo or motif for these signs would be created through a neighborhood design competition.

**Action:**

After the content and preferred location(s) are determined, the neighborhood needs to write a letter to Public Works. The letter should describe the sign(s), identify location, describe the need, and identify the funding source.

Estimated cost:

\$ 25 per sign.

\$ 4 to install on existing pole.

\$ 80 to install on a new pole.

Funding Sources: Marcy Holmes NRP Action Plan (Environment B2).

**L) Install code-blue lights in Hennepin Bluffs Park.** These lights/emergency phones can help improve safety and reduce the relative isolation of the riverfront after dark.

**Action:**

Consult with the Park Board, St. Anthony Fall Heritage Board, and CCP/SAFE staff to determine the best location.

Estimated cost: \$4,000 MH/NRP and \$4,000 SAFHB.

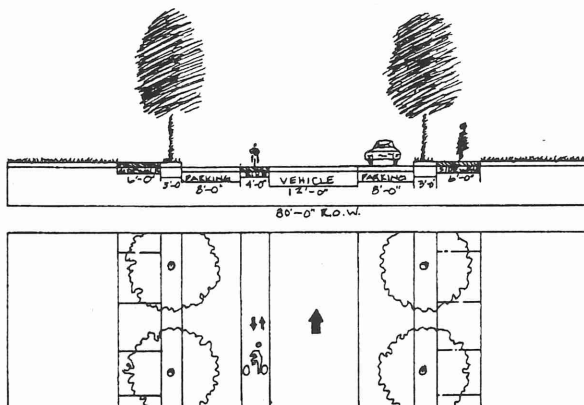
Funding Source: Marcy-Holmes NRP Action Plan (Crime and Safety A4) and St. Anthony Falls Heritage Board.

**M) Install temporary rest-room facilities in Hennepin Bluffs Park.** Currently there are no public rest rooms along the Heritage Trail between Third Avenue SE and Nicollet Island (taking the Stone Arch Bridge route). With an ever increasing volume of people using the Stone Arch Bridge/Hennepin Bluffs Park, rest room facilities are a needed addition.

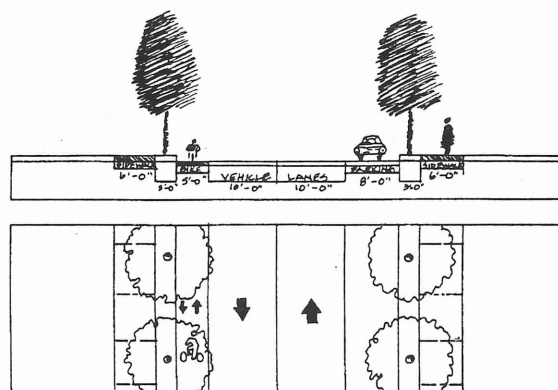
**Action:**

Plan location of temporary facilities with the Park Board and St. Anthony Falls Heritage Board.

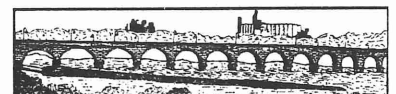
Funding source: Park Board.



(above) single lane bicycle path with two parking lanes, different one-way



(above) two-way auto traffic, single lane bicycle path



**N) Marcy-Holmes must continue to remain active in the on-going planning of this area,** developing on-going partnerships with city departments and area businesses. Neighborhood planning input should not stop with the publication of this report.

**Action:**

In the short-term, this planning involvement should extend to Phase II, III, and IV projects like the proposed repaving, landscaping, and bike connections. The neighborhood should form design committees for each major project (similar to the Dinkytown design process), reporting directly to the NRP Implementation Committee in its role as the coordinating body implementing the Marcy-Holmes NRP Action Plan. In the longer term, the neighborhood needs to be involved in zoning, land-use development, and riverfront programming issues.



## Phase Two

### Phase II Implementation - 1997

**O) Add a stop-light to the University and Sixth Avenue intersection** or transfer the University and Third Avenue stop-light to this intersection. An average of 17,800 vehicles speed past this intersection on University daily. An increasingly large volume of pedestrians, runners, cyclists, rollerbladers, and vehicles cross this arterial using Sixth Avenue. This high density residential intersection is also becoming a neighborhood serving commercial node, with a neighborhood grocery and a proposed coffee house and/or deli. Fourth Street SE, University's sister-roadway, has 23 percent less traffic, yet has a stop-light.

#### Action:

To have a stop-light installed, the neighborhood should send a letter to the Director of Public Works. This letter should describe why this device is necessary. Public Works will then conduct a study to determine if this intersection warrants a light.

Funding source: Public Works.

**P) Install pedestrian-oriented streetscape furniture along Sixth Avenue.** Benches, waste containers, bike racks, unique street signs, and other streetscaping can enhance the feel, comfort, and convenience of the Avenue. These amenities

would be particularly important at the University and Sixth Avenue node.

#### Action:

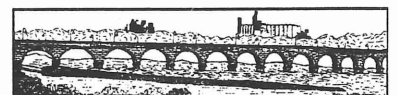
To install streetscape enhancing features on the public right-of-way, an encroachment permit is required from Public Works/City Council. Streetscape equipment can be purchased through public works or from private vendors. The neighborhood and/or adjacent property owner must include a plan or budget to fund ongoing maintenance of streetscape enhancements.

Estimated cost: \$50,000.

Funding sources: Marcy-Holmes NRP Action Plan (Environment C2), property owner assessments.

**Q) Construct permanent rest-room facilities in Hennepin Bluffs Park.** Currently there are no public rest rooms along the Heritage Trail between Third Avenue SE and Nicollet Island (taking the Stone Arch Bridge route). With an ever increasing volume of people using the Stone Arch Bridge/Hennepin Bluffs Park, permanent rest room facilities are a needed addition.

Funding sources: Park Board, St. Anthony Falls Heritage Board.



## Phase Three

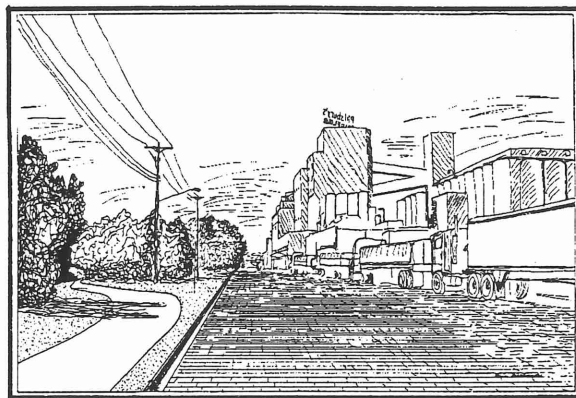
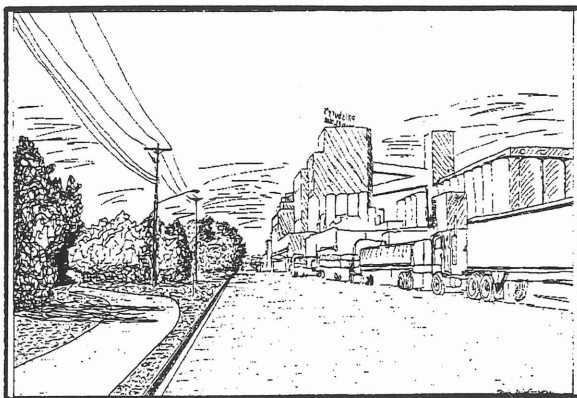


Figure 31. Repaving either as asphalt (left) or as cobblestone (right)

### Phase III Implementation - 1998

**R) Work closely with Public Works as they repave parts of Main and Sixth to ensure it is aesthetically compatible with the historic riverfront** (see figure 31). This repaving represents an opportunity not only to construct a more functional infrastructure, but also to create a more attractive roadway. The cobblestones are a significant historical feature of this area, and so should be incorporated into the design, particularly at the intersection of Main and Sixth Avenue. Repaving is also the time to repair, clean, and/or separate the sanitary and storm sewers, eliminating the sewer odor problem. The strategies already outlined identify other paving strategies.

#### Action:

The neighborhood, along with the Heritage Board, should be involved in all stages of the design of Main and Sixth Avenue repaving. The neighborhood should also work to ensure this paving project proceeds on schedule.

Funding sources: Public Works, adjacent property owners, St. Anthony Falls Heritage Board, Marcy-Holmes NRP.

### S) Repave and rubberize the rail crossing in conjunction with the paving project.

The rough condition of the rail crossing between Second Street and Main is a major barrier and inconvenience for cyclists, rollerbladers, and handicap residents. The crossing is even unpleasant for cars and trucks. The gaps between the

rails and pavement are wide and deep. City paving crews have attempted to repair these gaps by patching with asphalt, but active trains quickly remove the patching. Even after the patching and before it breaks-up, the repaired sections are not smooth. Rubberizing results in a more permanent solution and a smoother crossing. Currently there are four lines crossing Sixth Avenue between Main and Second. Three are near Metalmatic/W.D. Forbes, and one runs along the northern side of Main. The northern-most track is abandoned and could presumably be removed.

#### Action:

Work with Public Works to ensure this improvement is incorporated into the repaving plan.

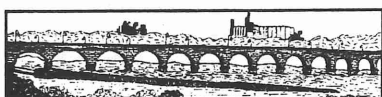
Estimated cost: \$350,000

Funding source: Public Works, property owner assessments, Marcy-Holmes NRP.

**T) Open the south side of Main Street east of Sixth Avenue to on-street parking, if additional parking is required** in 1998, after the repaving of Main Street. This on-street parking could be added in conjunction with the paving project.

#### Action:

Confer with the city to see if this parking is necessary.



**U) Landscape Sixth Avenue from Main Street to the Bridge.** (see figure 32) This landscaping will complete the linear ally of trees along this corridor from the bridge to Eighth Street.

**Action:**

Once the street and curb work is completed on Sixth Avenue, the Park Board can plant rows of trees and shrubs to the exterior boulevards. Currently these boulevards do not have any trees.

Funding source: Public Works, Heritage Board, Marcy-Holmes NRP, Unitree Grant.

**V) Adjust the alignment of the Hennepin Bluffs bike trail** at the terminus of Sixth Avenue so the intersection with the Stone Arch Bridge is more gradual and less abrupt. The existing trail terminus requires a sharp turn, a turn that is inefficient, unsafe, and unnecessary.

**Action:**

Work with Public Works and the Park Board to incorporate this adjustment into the Paving Project.

Funding sources: Park Board, Marcy-Holmes NRP(Enviroment C2 and D1).

**W) Extend the bike system to Northeast Minneapolis and to the Como SE neighborhood.**

**Action:**

Continue on-going work with Public Works and adjoining neighborhood associations to extend the bike trail from Sixth Avenue and Eighth Street.

**X) Install ornamental pedestrian-scale lighting along the Sixth Avenue in conjunction with Public Works repaving.** The area between the Stone Arch Bridge and Main is not well lit. Pedestrian-oriented lighting would improve the routes lighting and thus feeling of safety. Ideally, this ornamental lighting would be an extension of the Stone Arch Bridge lighting theme.

**Action:**

Work with the Park Board and Public Works to install lighting to Main in conjunction with the paving project. When Sixth Avenue north of Main is eventually repaved, ornamental lighting could be extended along the entire corridor.

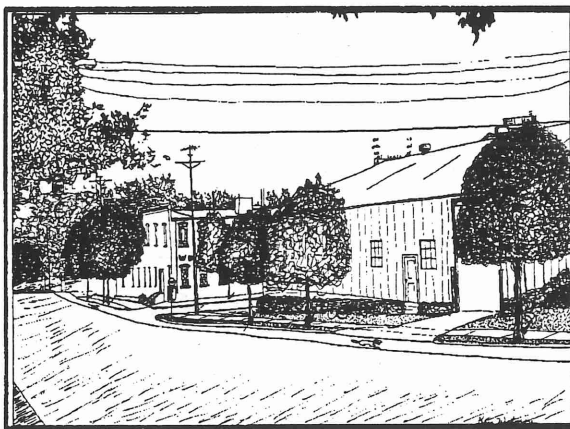
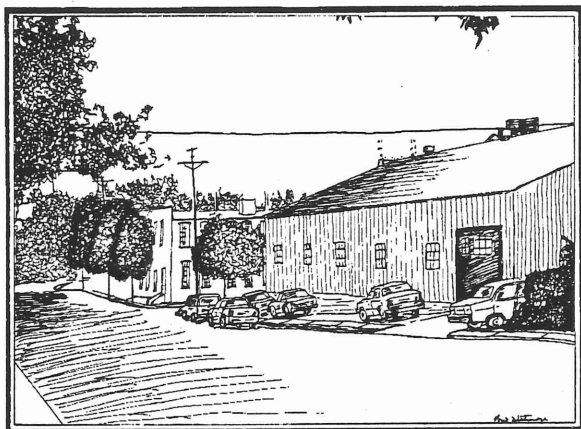


Figure 32. Landscape Sixth Avenue from Main Street to the Stone Arch Bridge. (see below for "before & after" conception)



Funding sources: Park Board, St. Anthony Falls Heritage Board, property owner assessments.

**Y) Install banners along Sixth Avenue, attached either to the ornamental light fixtures or on poles installed specifically for banners.** A series of banners along Sixth Avenue could enhance the continuity and identity of this corridor, giving it a more festive character.

**Action:**

Design a logo for the banner. Determine if the banners can be hung from existing lights or buildings, or if new lights or poles need to be installed. Work with Public Works to obtain the appropriate permits and approval.

Funding source: Marcy-Holmes NRP Action Plan (Environment C2).

**Z) Erect a monumental entry or gateway near the intersection of Main and Sixth.** An actual gateway is another visual icon to help transform Sixth Avenue into a figurative gateway to Marcy-Holmes. A potential design is provided in figure 33, showing a freestanding design element patterned after Stone Arch Bridge.

**Action:**

Collaborate with the St. Anthony Falls Heritage Board to design and construct a gateway. Confer with the Park Board to obtain permission for such a project.

Funding sources: St. Anthony Falls Heritage Board, Marcy-Holmes NRP.

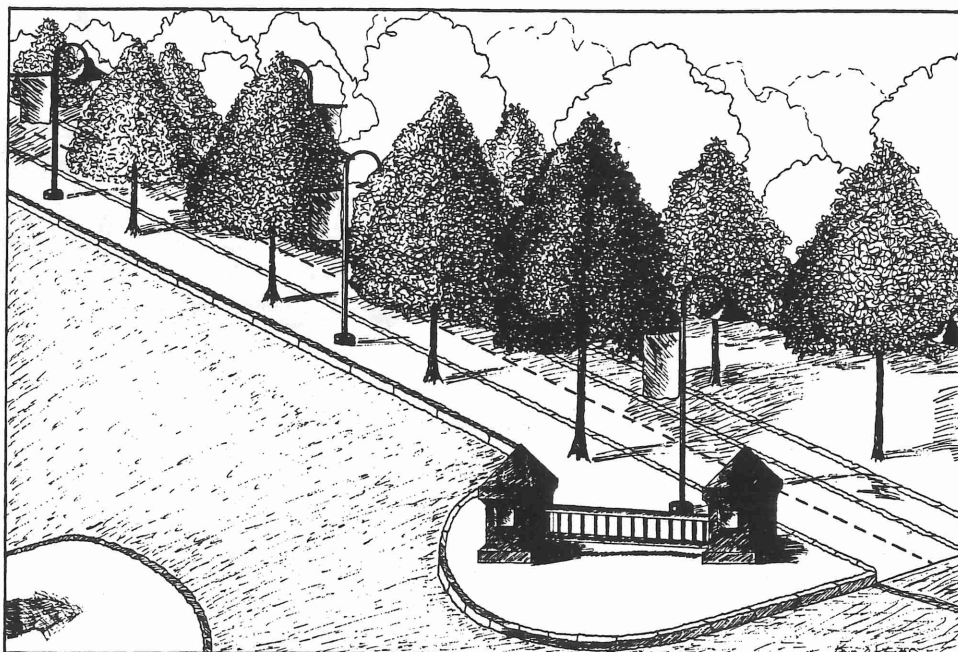
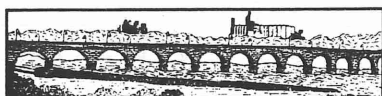


Figure 33. possible  
monumental  
archway  
ornament





### Phase IV Implementation - 1999 on.

**AA) Install a city and regional map at the bikeway crossroads.** The University Transitway, Stone Arch Bridge, Hennepin Bluffs Park, and Sixth Avenue Bikeways will converge at the foot of the Stone Arch Bridge. This intersection is a natural place to install a large bike trail map of the Minneapolis and regional trail systems.

#### Action:

Encourage all interested parties (the city, county, state, and University) to help Marcy-Holmes plan and fund this map.

Funding sources: Park Board, Hennepin County, LCMR, University of Minnesota, Marcy Holmes NRP (Environment D1).

**BB) Acquire the lots east of Sixth Avenue below Metalmatic** for use as parking, open greenspace, and eventual residential or recreational development. These lots, identified in figure 34, are vacant, unused, unattractive, and for sale. Initially these lots should be acquired to serve as a green buffer between the railroad/industrial area and the parkland/historical area. These gravel-covered, unlandscaped lots could be planted with native grasses and trees. Eventually, this land could be developed for residential or recreational development.

#### Action:

Continue participation in the long range planning of this part of the central riverfront. Encourage long range development.

Funding sources: MCDA, Park Board, University of Minnesota.

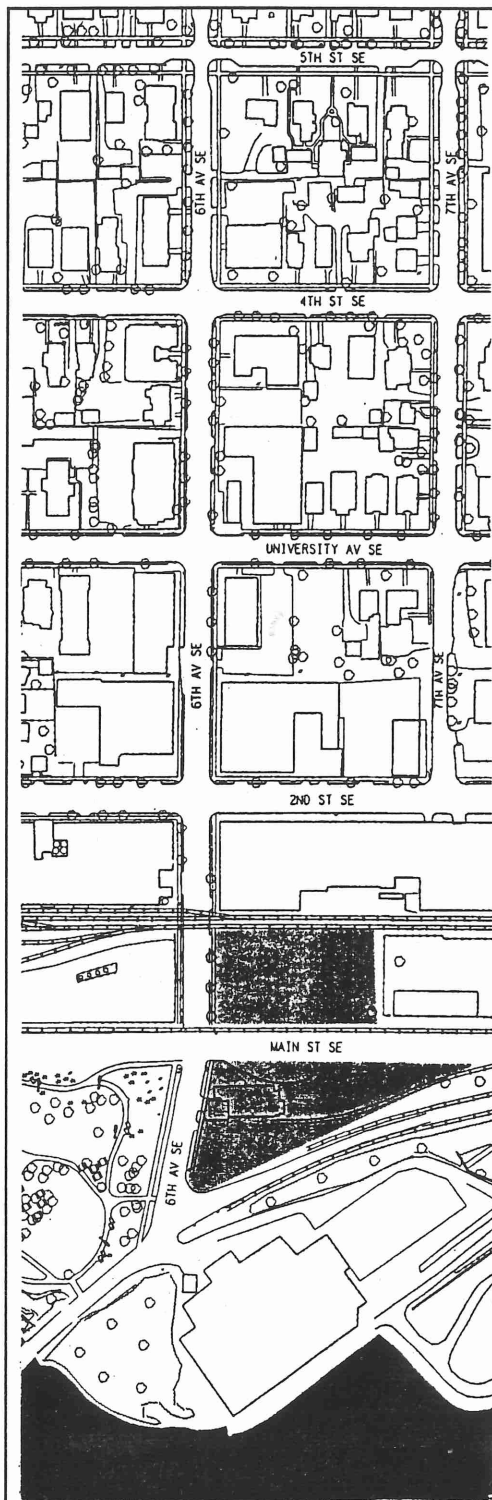
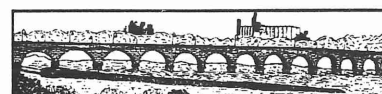


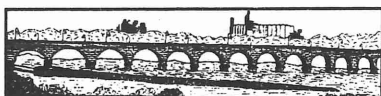
Figure 34 . Underutilized land near the Stone Arch Bridge



## SIXTH AVENUE GATEWAY

## Summary of Implementation Schedule

		Phase I	Phase II	Phase III	Phase IV
A.	Landscape boulevards north of Main	X			
B.	Create bike lanes from Main to Ninth St..	X			
C.	Apply colored seal coat to bike lane.	X			
D.	Repair rail road crossings	X			
E.	Add parking to Hennepin Bluffs Park	X			
F.	Provide parking permits to businesses	X			
G.	Remove parking from west side of Sixth	X			
H.	Consider conversion of Sixth to one-ways	X			
I.	Post stop-signs on Second St. at Sixth Ave.	X			
J.	Post clearer signs at Sixth Avenueterminus	X			
K.	Install neighborhood welcome signs	X			
L.	Install code-blue lights	X			
M.	Install temporary rest-rooms	X			
N.	Continue planning efforts	X	X	X	X
O.	Add a stop-light at University and Sixth		X		
P.	Install pedestrian streetscaping		X		
Q.	Construct permanent restrooms		X		
R.	Repave Sixth Avenue and Main Street			X	
S.	Repave and rubberize the rail crossing			X	
T.	Add parking to Main Street right-of-way			X	
U.	Landscape Sixth Avenue south of Main			X	
V.	Adjust bike trail terminus alignment			X	
W.	Extend bike system north and east			X	
X.	Extend Stone Arch Bridge lighting to Sixth			X	
Y.	Install banners along Sixth Avenue			X	
Z.	Erect a monumental gateway at Main and Sixth			X	
AA.	Install bikeway map				X
BB.	Acquire lots east of Sixth Avenue for buffer				X



The Stone Arch Bridge Continued • A Plan for Sixth Avenue

Appendix A - Zoning Map of the area around 6th Avenue



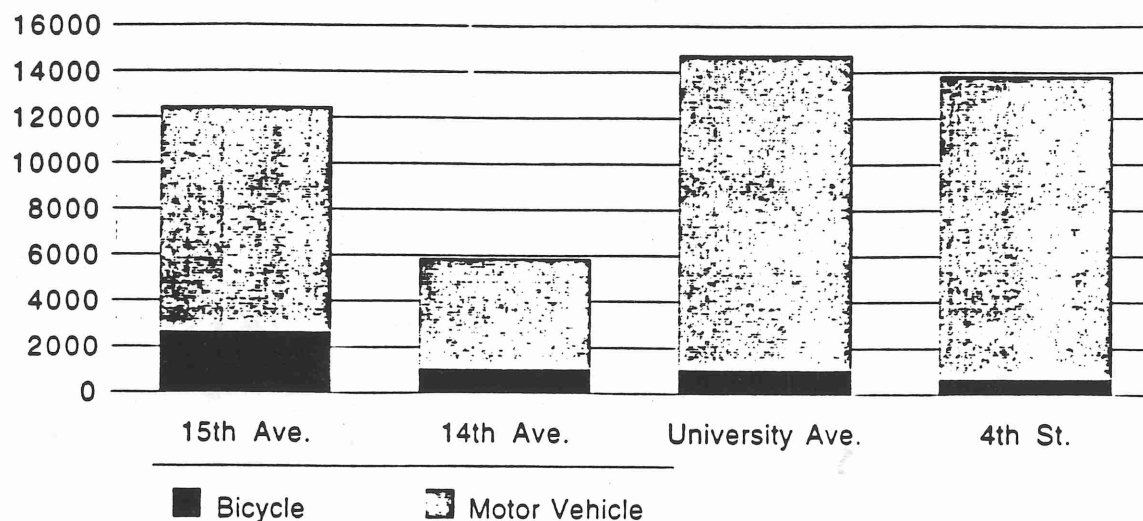
# Appendix B - University Bike Survey

## University of Minnesota Intermodal Bicycle Transportation Plan

### Bicycle and Motor Vehicle Traffic Counts

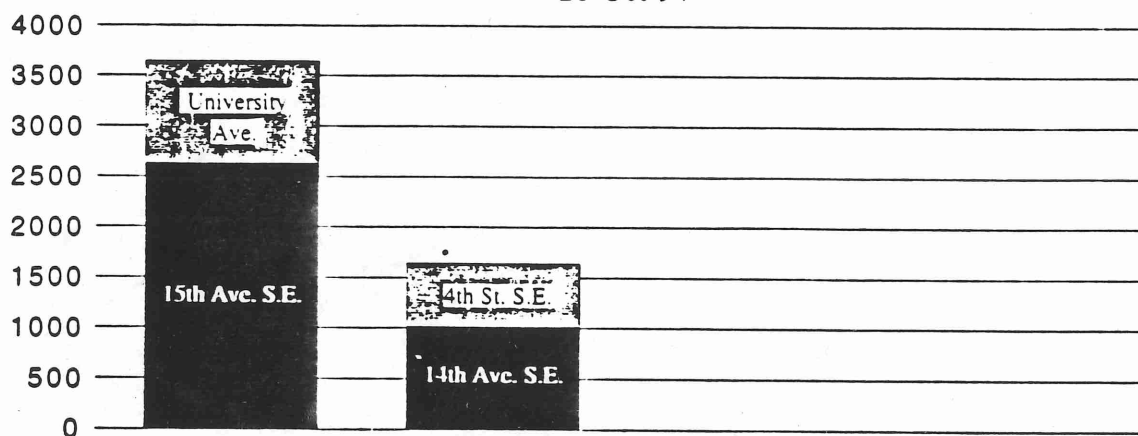
#### Proportion of Motor Vehicle and Bicycle Traffic

October, 1994



#### Proportion of Bicycle Traffic at Intersections

20-Oct-94



#### Bicycle & Motor Vehicle 12-Hour Totals

October 20 & 26, 1994

		Motor Vehicle	Bicycle
North-South Traffic	15th Ave.	9809	2621
	14th Ave.	4879	1008
East-West Traffic	University Ave.	13725	1027

## Appendix C - Stone Arch Bridge Survey

The Stone Arch Bridge survey was conducted Wednesday, August 16 from 6:30 A.M. to 10:00 P.M.; Thursday from 6:30 A.M. to 7:00 P.M.; Saturday from 7:00 A.M. to 10:00 P.M.; and Sunday from 6:30 A.M. to 7:00 P.M. - for a total of 55 hours.

The weather was mostly sunny and warm all four days:

Wednesday:	The high was 83 degrees and the low was 69. The sun rose at 6:17 A.M. and set at 8:17 P.M.
Thursday:	The high was 86 degrees and the low was 71.
Saturday:	The high was 79 degrees and the low was 61.
Sunday:	The high was 82 degrees and the low was 58.

Wednesday and Thursday had three travel cycles, peaking at 7:00 to 8:00 A.M., 12:00 to 1:00 P.M., and 7:00 to 8:00 P.M. (see attached). To contrast, weekend usage gradually increased during the morning and early afternoon, peaked at about 4:00 P.M., declined from 4:00 to 7:00, and peaked once again between 7:00 and 8:00 P.M., before tailing off.

The survey counted 1,488 persons using the bridge during survey times on Wednesday, 1,119 on Thursday, 2,900 on Saturday, and 2,402 on Sunday. If a standardized schedule of 7:00 A.M. to 7:00 P.M. is applied to all days the totals are: Wednesday - 960; Thursday - 1,119; Saturday - 2,079, and Sunday - 2,397.

Several counting inconsistencies occurred during the survey. Most counters counted all users that passed the counting table, even if they only crossed the bridge and returned immediately. Other counters were mistakenly told not to count a user making a return trip if they could remember counting that person already. This inconsistency most likely resulted in undercounting. If this survey is repeated, organizers should be careful to consistently instruct all counters to count all persons passing by, since each pass represents a trip.

Southeast resident survey volunteers included:

Mary Baker

Billy Binder

Thora Cartlidge

Ann Conway

Brian Hall

Bill Huntzicker

Linda Huntzicker

Sandy Hunter

Ron Libertis

Walter Lieberman

Kathy Maleva

Christina Mann

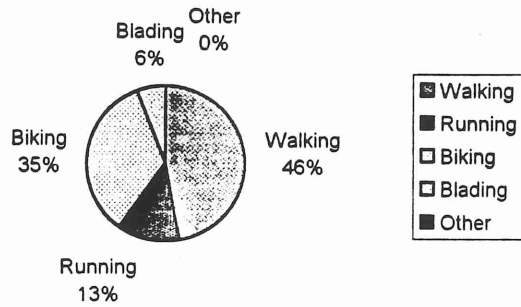
Lila Nelson

Cordelia Pierson

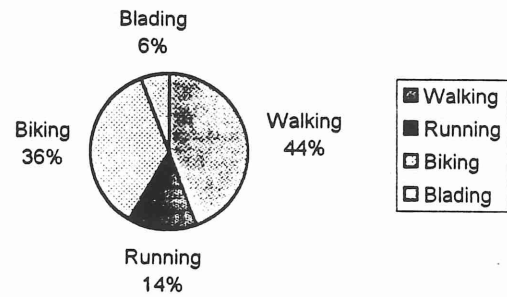
Romana Pulkrabek



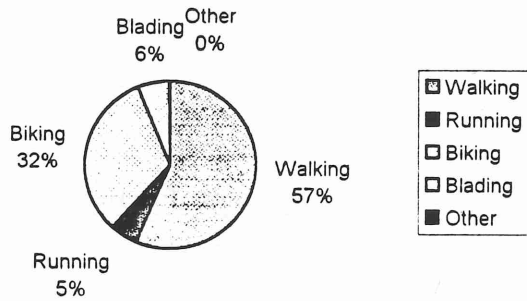
**Stone Arch Bridge Mode  
Distribution: Wednesday  
August 16, 1995**



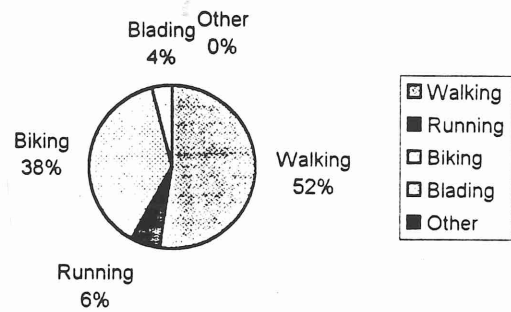
**Stone Arch Bridge Mode  
Distribution: Thursday  
August 17, 1995**



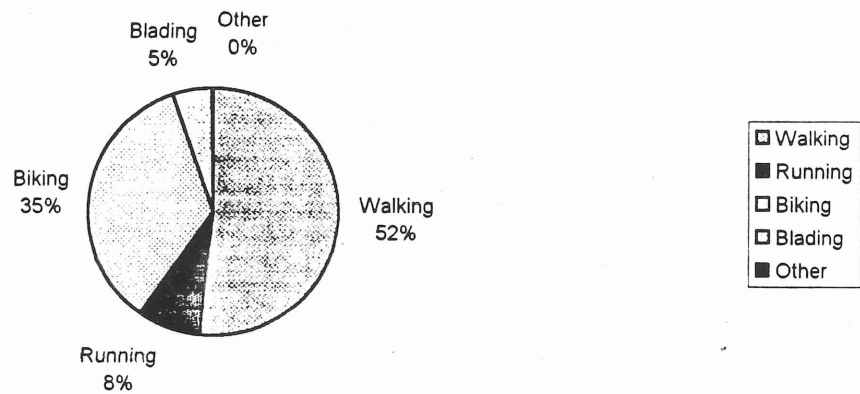
**Stone Arch Bridge Mode  
Distribution: Saturday  
August 19, 1995**



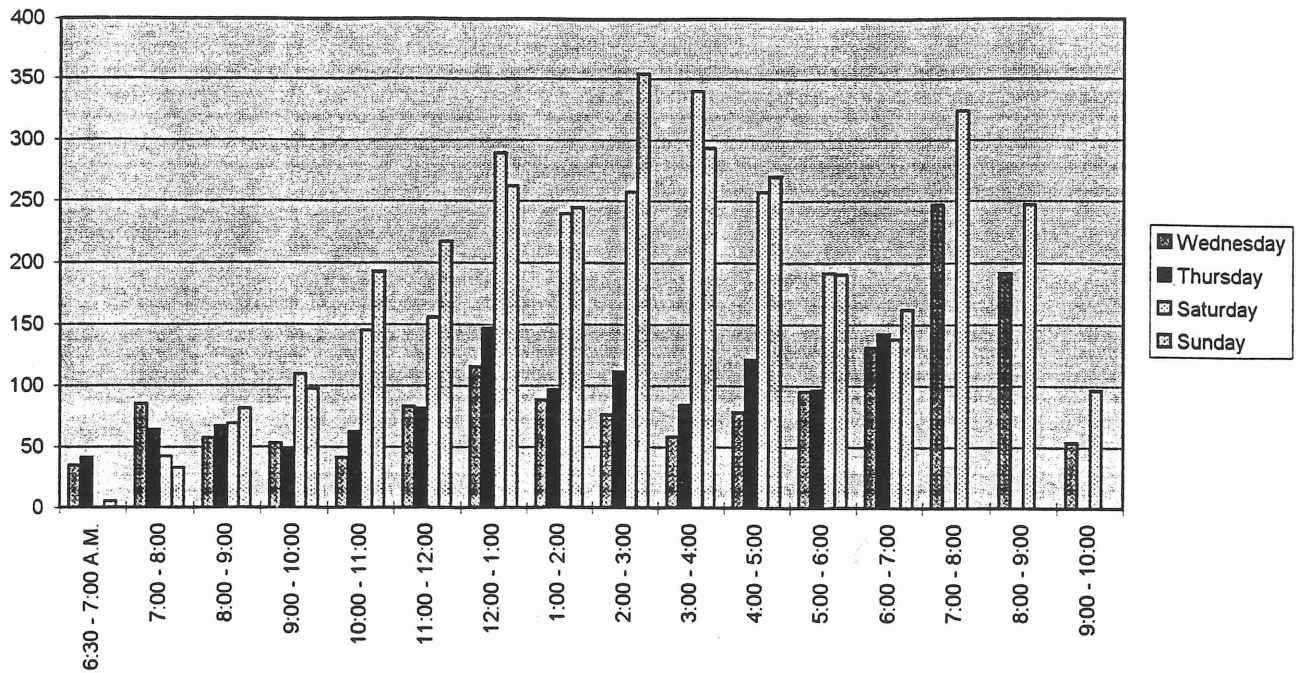
**Stone Arch Bridge Mode  
Distribution: Sunday  
August 20, 1995**



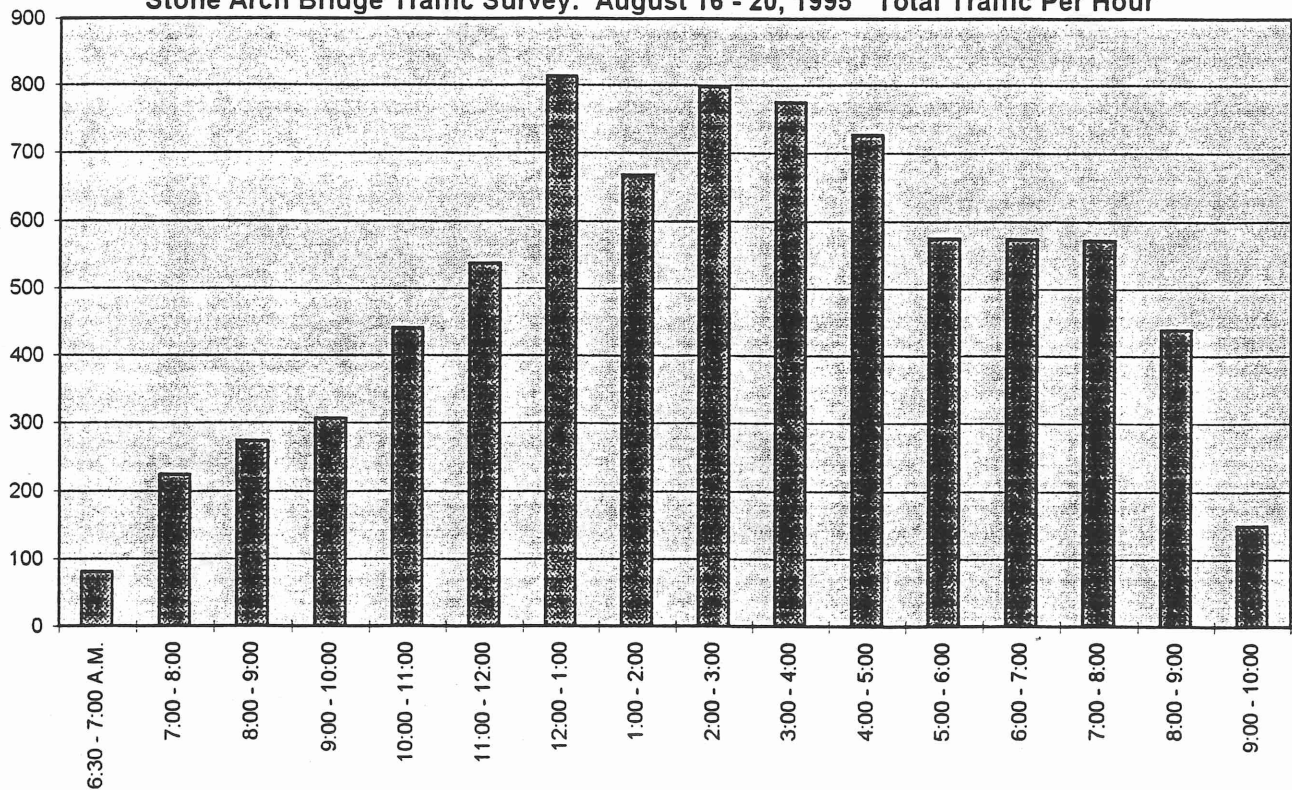
**Stone Arch Bridge Mode Distribution: TOTAL, August 16-20, 1995**



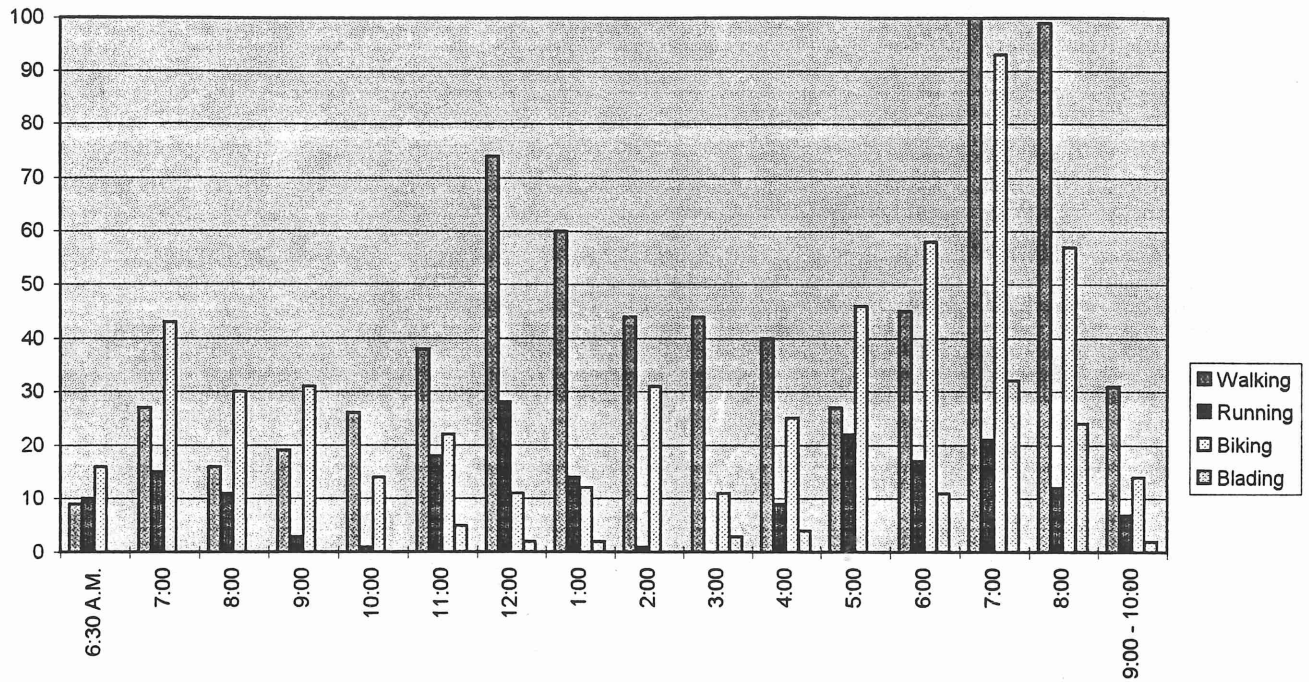
### Stone Arch Bridge Traffic Survey: August 16 - 20, 1995



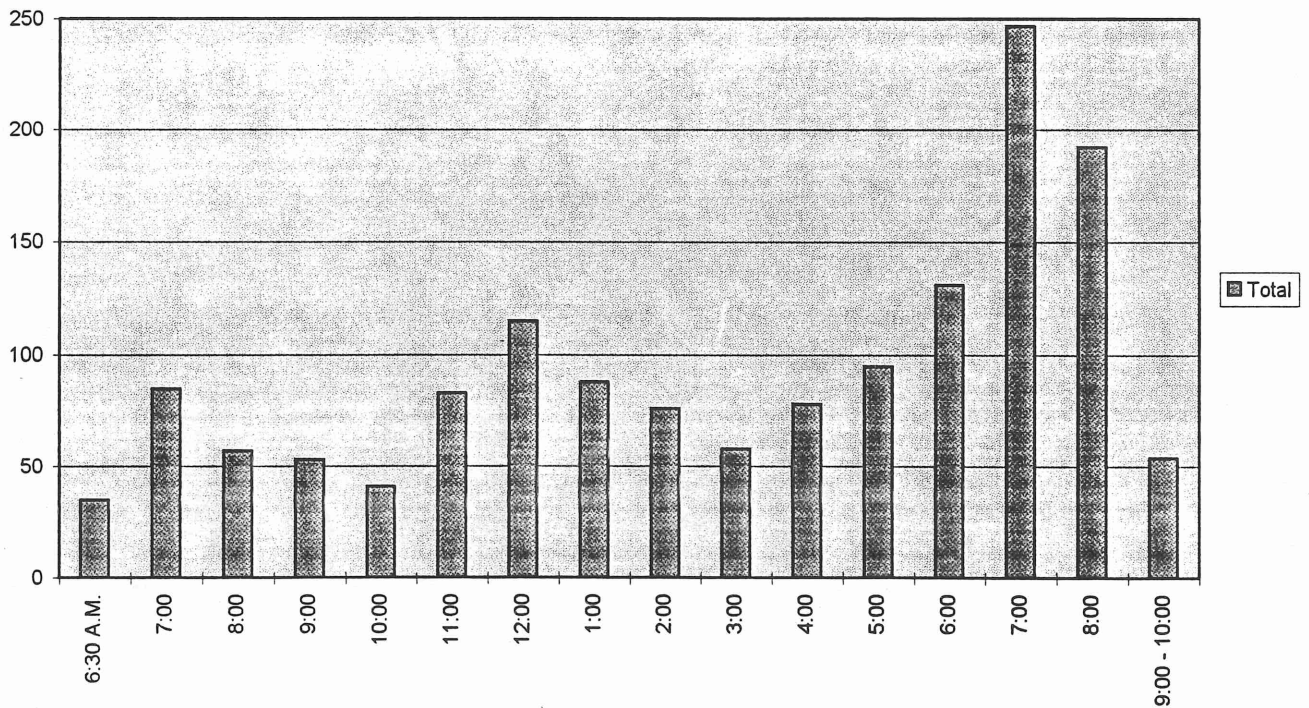
### Stone Arch Bridge Traffic Survey: August 16 - 20, 1995 Total Traffic Per Hour



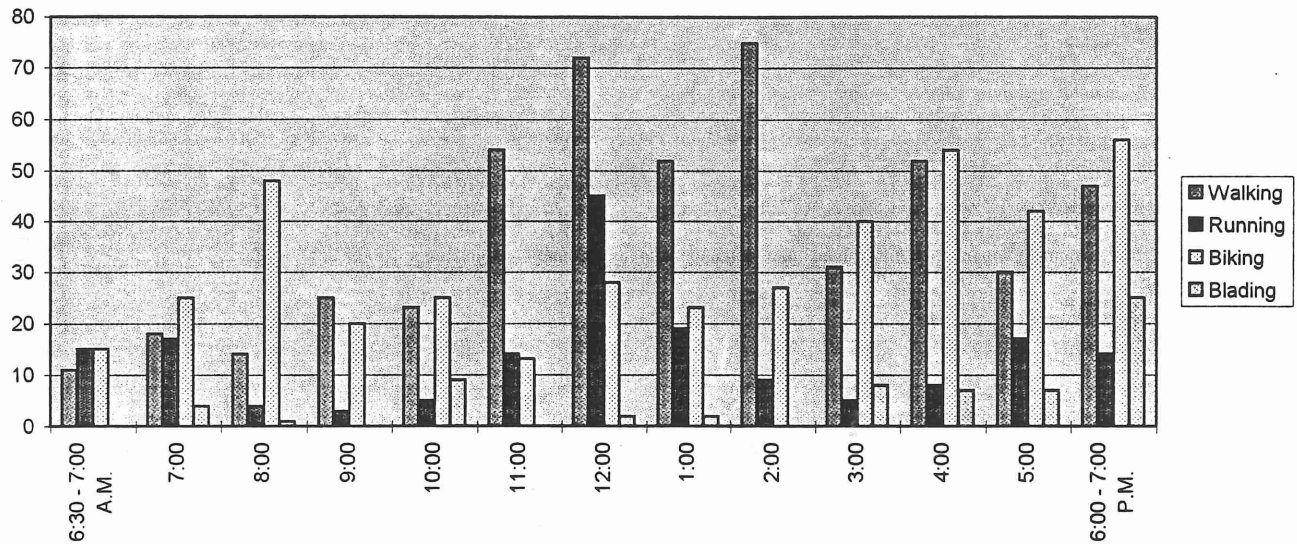
**Stone Arch Bridge User Survey: Wednesday, August 16, 1995**  
**6:30 A.M. to 10:00 P.M.**



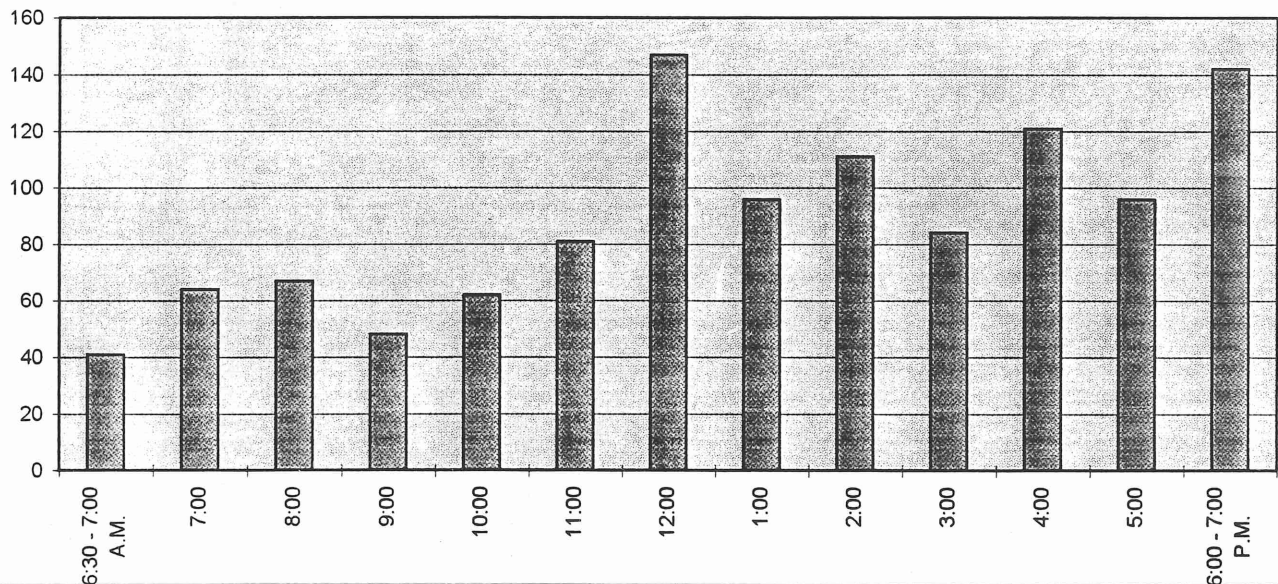
**Stone Arch Bridge User Survey: Wednesday, August 16, 1995**  
**6:30 A.M. to 10:00 P.M.**



**Stone Arch Bridge User Survey: Thursday, August 17, 1995**  
**6:30 A.M. to 7:00 P.M.**

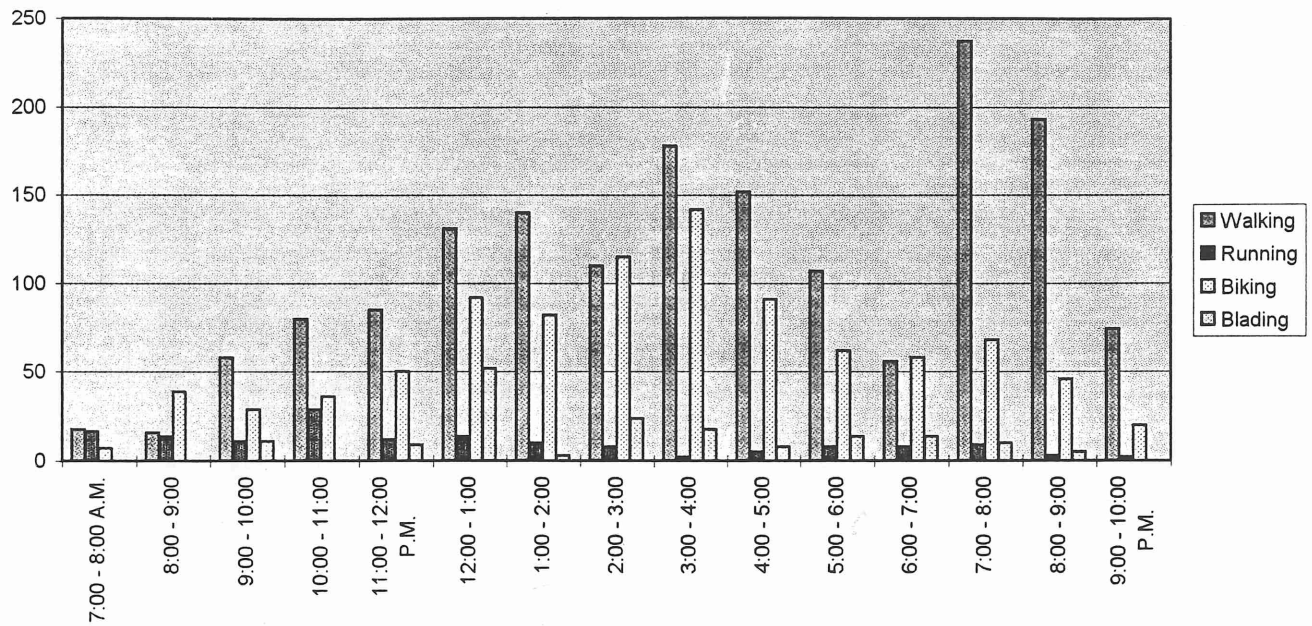


**Stone Arch Bridge User Survey: Thursday, August 17, 1995**  
**6:30 A.M. to 7:00 A.M.**

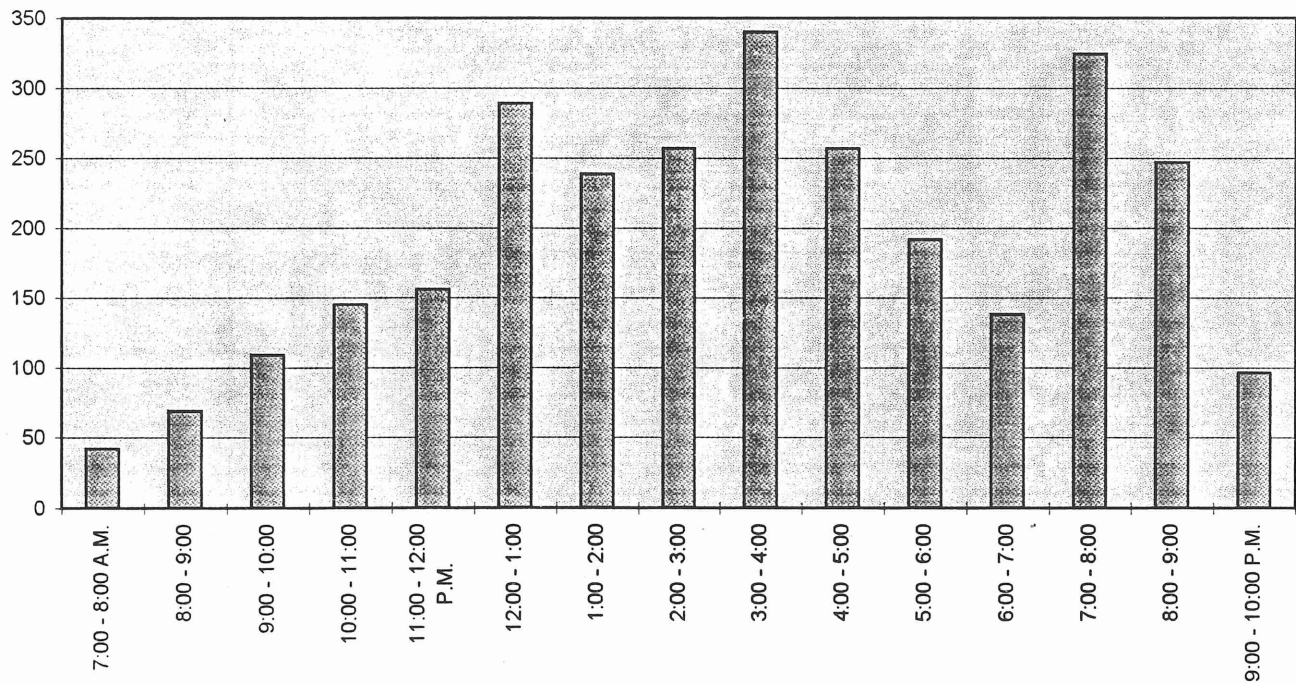




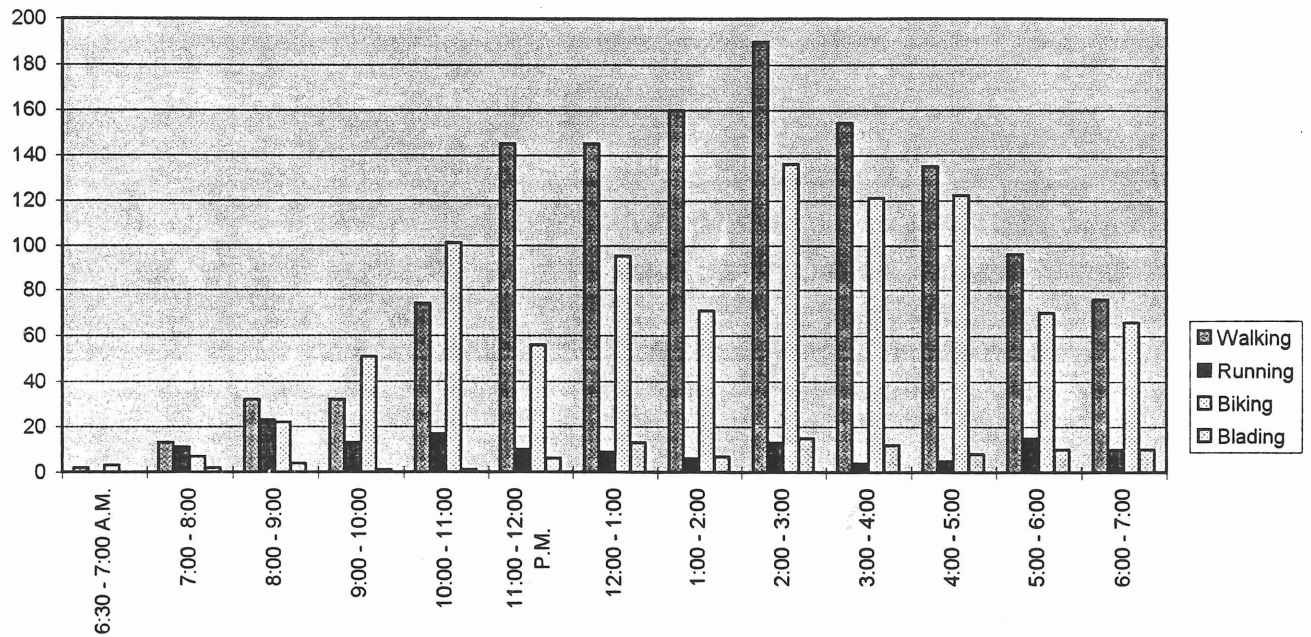
**Stone Arch Bridge User Survey: Saturday, August 19, 1995  
7:00 A.M. to 10:00 P.M.**



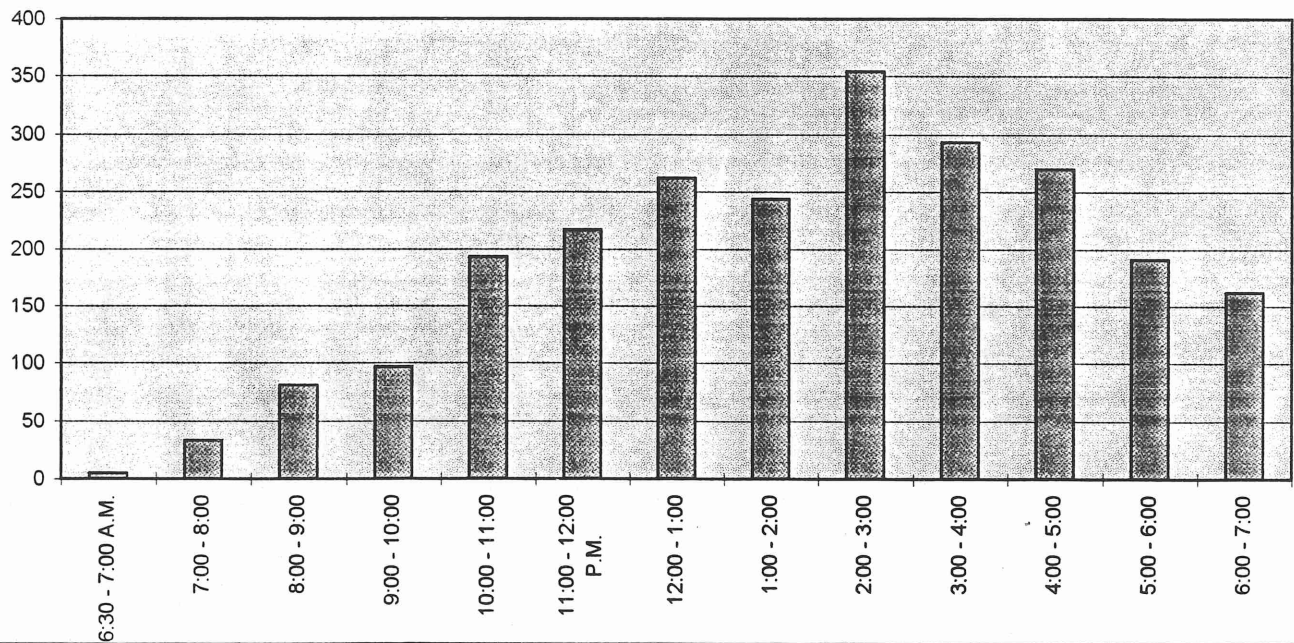
**The Stone Arch Bridge Traffic Survey: Saturday, August 19, 1995, 7:00 A.M. to  
10:00 P.M. Total Traffic Per Hour**



**Stone Arch Bridge User Survey: Sunday, August 19, 1995**  
**6:30 A.M. to 7:00 P.M.**



**Stone Arch Bridge User Survey: Sunday, August 20, 1995**  
**6:30 A.M. to 7:00 P.M.**





## Stone Arch Bridge Survey Summer 1995

Hello, my name is \_\_\_\_\_. I volunteer for the St Anthony Falls Heritage Board. We're working to develop a historical park here on the riverfront and we'd like to know what residents and visitors think of the area. Would it be OK if I asked you a few questions? Great!

1. How did you find out about the Stone Arch Bridge?

- \_\_\_\_\_ newspaper  
\_\_\_\_\_ live nearby / just knew about it  
\_\_\_\_\_ friend / family / co-worker  
\_\_\_\_\_ tourist information: (probe) \_\_\_\_\_  
\_\_\_\_\_ other: \_\_\_\_\_

2. How often do you use the bridge?

- \_\_\_\_\_ daily -> Is that year round or only in good weather?  
\_\_\_\_\_ weekly -> \_\_\_\_\_ year round  
\_\_\_\_\_ monthly -> \_\_\_\_\_ only in good weather  
\_\_\_\_\_ yearly or less  
\_\_\_\_\_ first visit ever / first since bridge opened

3. How did you get here today?

- \_\_\_\_\_ drove -> Where did you park?  
\_\_\_\_\_ walk / run \_\_\_\_\_ Lot at end of 6th Ave. at east end of bridge  
\_\_\_\_\_ bike / rollerblade \_\_\_\_\_ Lot near the locks on west end of bridge  
\_\_\_\_\_ taxi / bus \_\_\_\_\_ Other: \_\_\_\_\_  
\_\_\_\_\_ trolley

4. What was your main reason for coming to this area today?

- \_\_\_\_\_ recreation: \_\_\_\_\_  
\_\_\_\_\_ other: \_\_\_\_\_

5. Do you have any concerns about safety on the bridge?

- \_\_\_\_\_ No  
\_\_\_\_\_ Yes -> What are they? \_\_\_\_\_  
\_\_\_\_\_

6. If there were a building near here with visitor information and exhibits about the history of the riverfront area, do you think you would stop in?

- \_\_\_\_\_ No  
\_\_\_\_\_ Yes -> What should we call such a place so that people would know what it was? \_\_\_\_\_

Would you be more likely to use the "their answer" if it were located on the old Main Street or the downtown side of the river? (point)

- \_\_\_\_\_ Main Street  
\_\_\_\_\_ Downtown  
\_\_\_\_\_ No difference

We're almost done...

7. What is one thing that you know about the history of this riverfront area? \_\_\_\_\_

8. Have you ever heard this area referred to as the Mississippi Mile?

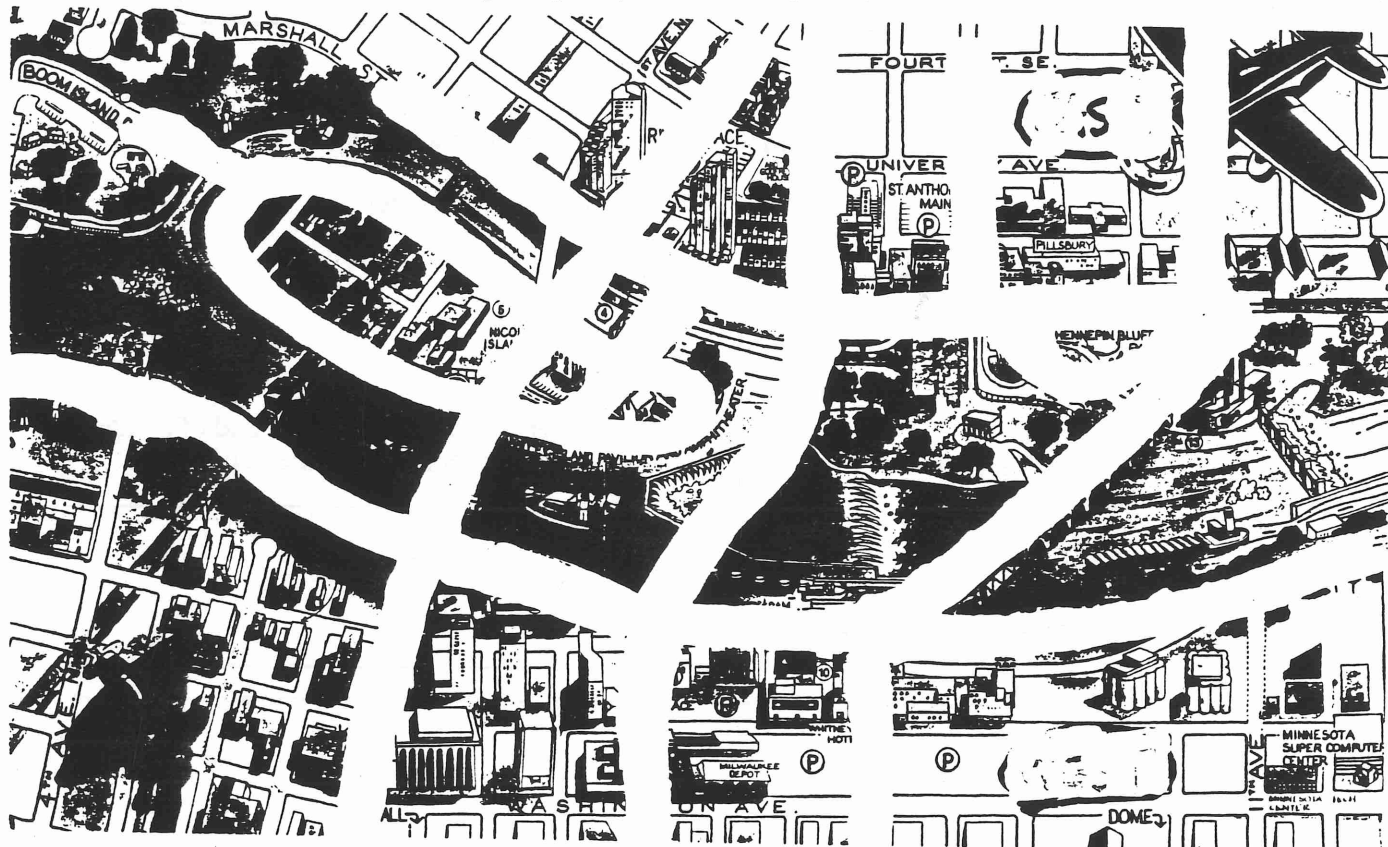
\_\_\_\_\_ No

\_\_\_\_\_ Yes -> Where did you read or hear that? \_\_\_\_\_

10. What is your zip code? \_\_\_\_\_ or What country are you from? \_\_\_\_\_

And the last question...

9. Would you show me on this map the path you are taking today?



Thank you for your time today! Your responses will be very useful. Have a nice day!

Time: \_\_\_\_\_

Day and Date: \_\_\_\_\_

Gender: Male Female

Age: 14-19 20-39 40-59 60-79 80+

Group Size: Alone Couple 3-6 7+

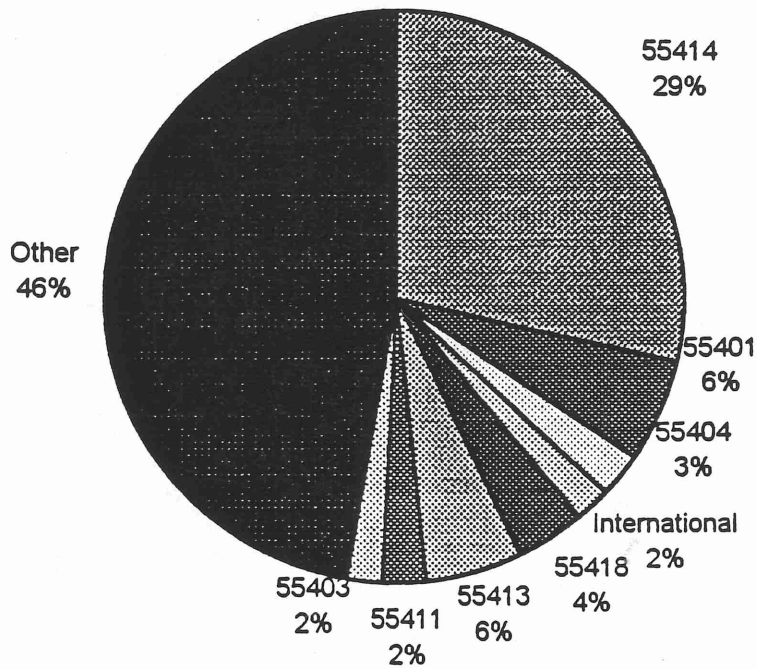
Mode of Travel: Walk Bike Blade Run

Directions of Travel: Toward Main St Toward Downtown

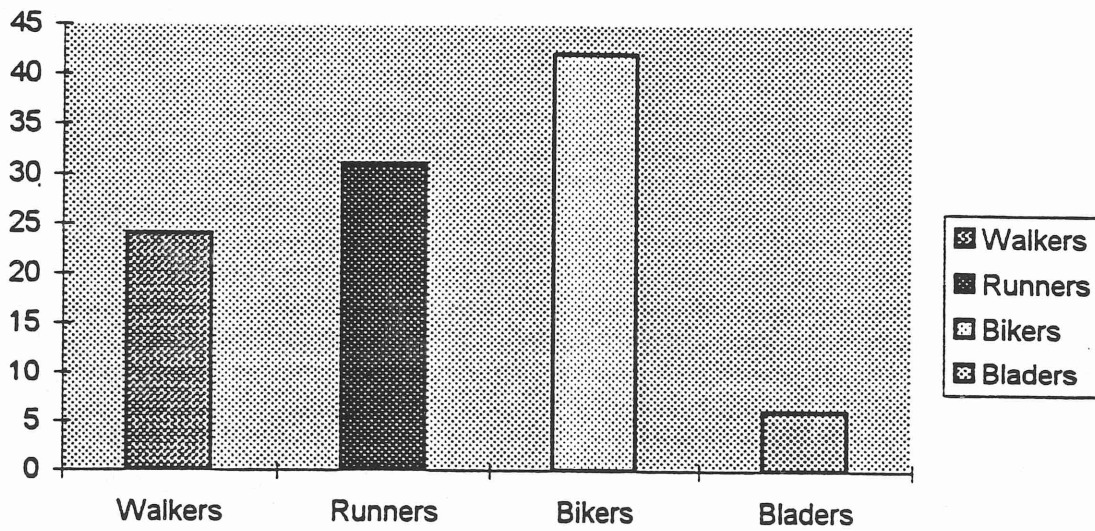
With Children? No Yes

Mobility Handicap? No Yes: \_\_\_\_\_

### Distribution of Stone Arch Bridge Survey Zip Codes



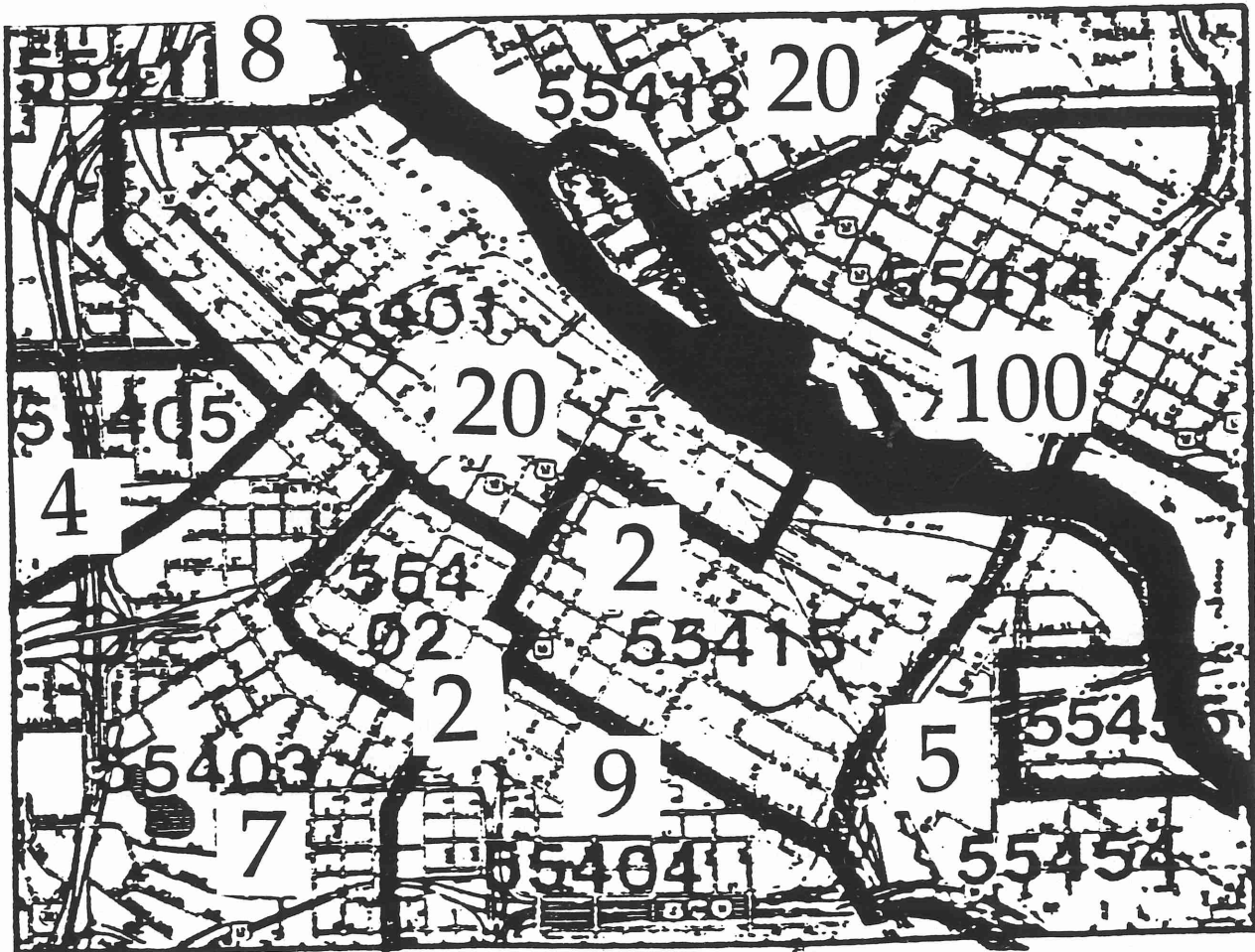
### Percentage of each mode using 6th Avenue



# Zip Code Distribution in the Metro Area



## Zip Code Distribution in Downtown Minneapolis



Downtown Minneapolis



## **Appendix D - 6th Avenue Gateway Charrette**

The following is an inventory of ideas recorded from the charrette. Many of these ideas were incorporated into this plan.

### **Pavement:**

- Repave Main Street from 3rd to 6th, and 6th Avenue from 2nd to the Bridge.
- Install curbs along Main, and improve damaged sections of curbs along 6th Avenue.
- Rubberize the rail road crossing.
- Remove unnecessary rail lines.
- Make railroad crossings handicap accessible.
- Preserve cobblestones, and where possible, reuse.
- Continue the cobblestone character of Historic Main Street to 6th Avenue.
- Different colored pavement on 6th Ave. (yellow-brick road idea).
- Minimize the paved area.
- Narrow the road.
- Replace rough sidewalk sections.
- Install a raised speed bump-like painted divider between the bike and auto lanes.

### **Landscaping:**

- Gateway as a greenway.
- Tree plantings along tree-less portions of the boulevard.
- Reclaim the paved sections of the boulevard.
- Continuous "flowerway" along the boulevard from the bridge to 8th Street. Neighborhood Association planting and maintenance mentioned. Cone flowers suggested.
- Fence or landscape buffer alongside Main to screen the recreation uses from parked semi-trailers.
- Rock and stone landscaping.
- Greenway character should extend one half block along Main.
- Wider boulevard, less pavement.
- Boulevard extenders at the corners of 6th Avenue blocks, like on 5th Street.
- Center boulevard with less trees and art.

### **Safety:**

- Four-way stop signs at 6th Avenue and 2nd Street.
- Two-way stop signs on 2nd Street rather than 6th Avenue.
- Two-way stop signs on Main at 6th Avenue.
- Stop lights at University and 6th Avenue.
- Move the light from 3rd Avenue to 6th Avenue if necessary.
- Footbridges over University and 4th Street.
- Pedestrian/ornamental lighting from the Bridge up to 5th Street or to 8th Street.
- Blue safety lights at 6th and Main and on the Bridge.



- Demolish unsightly building east of 6th/Main.

**Riverfront programming:**

- Install kiosk near foot of Bridge.
- Open up Hennepin Island to more park use.
- Attract bike and running races to Hennepin Bluffs Park.
- Dakota Cultural Encampment.
- More events at the band-shell.
- Historic streetcar switching exhibit.
- Whitewater Park near Steam Plant.
- Youth Hostel at the Steam Plant.
- Railroad History Center.
- Museum windows into industrial uses.
- More historical displays/exhibits.
- Install public bathrooms at Hennepin Bluffs Park.

## **Transportation and Parking:**

- Redirect trucks to 2nd Street instead of Main and to 5th Avenue instead of 6th.
- Use Main for more parking, possibly with perpendicular parking on one side of the little used east portion of Main.
- Parking lot east of Main.
- One way on 6th Avenue (southbound).
- Prohibit parking on the west side of 6th to allow for a bike lane.
- Extend 6th Avenue connections to Northeast Minneapolis and the Como Neighborhood.
- Clarify where auto traffic ends at the terminus of the Stone Arch Bridge.
- Improve parking signage.
- Open the south side of Main Street to parking.
- Make people pay for parking.
- Allow on-street parking on 2nd Street.
- Install traffic-calming speed bumps.
- Adjust curvature of the bike path as it exits the bridge to make it more gradual.
- Make handicap accessible railroad crossings.
- Eliminate unnecessary driveways onto 6th Avenue.
- Construct bus shelters at the bus stops.

## **Bikes:**

- Designate bike lanes on the west side of 6th Avenue in place of parked cars.
- Install a speed bump-like painted divider between the bike and auto lanes
- Stripe the bike lane similar to 5th Street.
- Extend the bike trails into Northeast Minneapolis and Como SE.
- Design the bike lane to accommodate commuters, meaning fast, efficient, and safe.
- Install bike racks where appropriate.
- Allow vendors to sell food, maps, etc, from their bike.
- Design a bike friendly area for the entire neighborhood.

## **Aesthetics:**

- Remove graffiti.
- Reduce future graffiti damage by spraying preventative spray on likely targets.
- Kiosk
- Pedestrian/ornamental lighting.
- Benches and tables along 6th Avenue.
- Murals or vines along the side of the industrial buildings.
- Art and Sculpture gardens in the park and center boulevard.
- Install sign announcing the Marcy-Holmes Neighborhood and the 5th Street Historic District.
- Reposition garbage cans away from 6th Avenue
- Monumental arch/pylon gateway at the southside of the Main and 6th intersection.

## **Land Use:**

- Work with business and industry, not against. Celebrate the use mix.
- Would like to see more retail, but real retail rather than festival retail.
- Encourage commercial activity on University and 6th Avenue in the short term.
- Encourage commercial/arts near 2nd Street and 6th Avenue in the long term.
- Residential development at the Metalmatic sight if they move.
- Parking lot(s) on the land east of 6th Avenue between Metalmatic and the Bridge.
- Turn ADM parking lot into a park or parking lot(for park users or semis).
- Commercial zone along 6th Avenue to University.
- Encourage cultural/arts uses in abandoned/underused buildings.

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